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No. 21,644 號肆拾肆百陸千壹萬第 日拾叁月拾卯丁 HONG KONG, WEDNESDAY, NOVEMBER 23rd, 1927. 叁拜禮 日叁廿月壹拾年七廿百九千壹英 PRICE: 3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.45
Yammat ...Dep.	8.49	8.20	10.07	12.07	12.07	1.34	—	—	4.44	5.50
Shatin ...Dep.	7.01	8.33	10.19	12.19	1.34	—	—	—	4.54	6.04
Taipei ...Dep.	7.15	8.48	10.33	12.33	1.47	—	—	—	5.07	6.15
Taipei Market Dep.	7.20	8.53	10.38	12.38	1.51	—	—	—	5.11	6.19
Fanning ...Dep.	7.30	9.03	10.48	12.48	2.01	—	—	—	5.21	6.30
Shuangshui ...Dep.	7.35	9.08	10.53	12.53	2.06	—	—	—	5.26	6.35
Shuangshui ...Arr.	7.41	8.45	10.15	10.57	12.57	2.12	3.20	3.40	5.32	6.41
Canton ...Arr.	—	11.50	5.58	—	—	—	—	—	6.47	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.45
Yammat ...Dep.	8.49	8.20	10.07	12.07	12.07	1.34	—	—	4.44	5.50
Shatin ...Dep.	7.01	8.33	10.19	12.19	1.34	—	—	—	4.54	6.04
Taipei ...Dep.	7.15	8.48	10.33	12.33	1.47	—	—	—	5.07	6.15
Taipei Market Dep.	7.20	8.53	10.38	12.38	1.51	—	—	—	5.11	6.19
Fanning ...Dep.	7.30	9.03	10.48	12.48	2.01	—	—	—	5.21	6.30
Shuangshui ...Dep.	7.35	9.08	10.53	12.53	2.06	—	—	—	5.26	6.35
Shuangshui ...Arr.	7.41	8.45	10.15	10.57	12.57	2.12	3.20	3.40	5.32	6.41
Canton ...Arr.	—	11.50	5.58	—	—	—	—	—	6.47	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.45
Yammat ...Dep.	8.49	8.20	10.07	12.07	12.07	1.34	—	—	4.44	5.50
Shatin ...Dep.	7.01	8.33	10.19	12.19	1.34	—	—	—	4.54	6.04
Taipei ...Dep.	7.15	8.48	10.33	12.33	1.47	—	—	—	5.07	6.15
Taipei Market Dep.	7.20	8.53	10.38	12.38	1.51	—	—	—	5.11	6.19
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Canton ...Arr.	—	11.50	5.58	—	—	—	—	—	6.47	—

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THE "TOTE" IN ENGLAND.

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BOOKMAKERS UNPERTURBED.

THE LATE MARQUESS OF CAMBRIDGE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 29th.
The decision of the Jockey Club announced this week in favour of the legalisation of the Totalisator, or Pari-mutuel, is likely to have a profound effect on the future of horse racing in this country. Everybody whose opinion is worth having firmly believes that the sanction of Parliament will be given to make the system legal. The decision of the Jockey Club occasioned no surprise. It was seen that public opinion was ready for the change, and that the change was indeed inevitable when the Chancellor of the Exchequer proceeded to levy a tax on all betting transactions. This tax has already brought him in between three and four millions, and Mr. Churchill said a few days ago that even more than this sum can be obtained from the betting fraternity.

Of course, the Jockey Club are not in the least concerned to assist the revenue. Their decision is influenced solely by a desire to devise a means whereby betting might be best made to contribute to the maintenance of sport. It was pretty evident for some time that something would have to be done to counteract the losses incurred at many race meetings. Lord Hamilton of Dalzell, giving the race-course receipts for the season ending in September, told the members of the Jockey Club that this year showed a decrease of 218,000 as compared with the similar period of 1925. Last year's figures were not taken into account because owing to the coal strike a fair comparison was not possible.

Backing Of M.P.'s.

As I have stated an alteration of the existing law will be necessary, and a short Bill has already been drafted which would legalise the Totalisator. It is to be presented in due time to the House of Commons by Major Glyn, the Conservative Member for the Abingdon Division. He has a large number of influential M.P.'s behind him, but although there may be some discussion in Parliament before Christmas, time will not permit of the Bill being introduced till next year. If the Government are friendly it should be possible to secure the required amendment of the law by the early part of the next racing season.

It is interesting to note that the bookmakers are not in the least perturbed at the prospect that lies before them. Some of the leading men who have been asked for their opinion predict the failure of the "tote" after the public have grown tired of the novelty of the system. In other countries the Totalisator and the bookmakers are able to work side by side. I gather that this is also the opinion of the Jockey Club. It is said that large bets cease to be made by the Totalisator, and this is where the bookmakers would come in.

Death Of The Queen's Brother.

The death of the Marquess of Cambridge is a grievous sorrow to Queen Mary. From childhood the Queen and her brother-in-law were the closest friends, and he had always been her confidant. The Queen has only one brother now, the Earl of Athlone, and he is in South Africa. By a strange coincidence the last three deaths in the family have all happened in the same week in October. The Duchess of Teck died on October 27th, 1897, Prince Francis of Teck died on October 27th, 1910, and Lord Cambridge died this week on October 24th.

(Continued on next column.)

HOW TO AVOID ACCIDENTS.

NEW YORK UNIVERSITY TO TEACH SAFETY.

ENGINEER ADVISER.

A course in the prevention of accidents will become a permanent part of the curriculum of New York University, according to the announcement of Arthur Williams, president of the American Museum of Safety, which is co-operating with the university. The course was given experimentally last year. "Industry claimed 55,440 lives and caused 2,000,000 accidents in 1926, with a loss of more than £200,000,000, and the course in accident prevention is one of the chief steps we are taking to provide safety leaders who will lessen or end this terrible loss," Mr. Williams said.

"New York University is the only institution of higher learning in the country to teach this subject. Last year's class had the largest attendance of any night class of adults who were not registered students, and indications are that this year's class will be even larger."

The Human Factor.

"It is the human factor that we must enlist to prevent the killing and crippling of men and women in industrial plants, and the death of children in the streets. In studying the deaths and injuries of 1926 we have learned that not more than 10 per cent. could have been prevented by any additional mechanical guards or equipment. Thus we know that a continuous and organized educational effort to make people think about avoiding accidents is most needed."

"At least 75 per cent. of all the accidents that occur can be prevented. Methods of accident prevention in industries and communities have been made an exact science. We need only plenty of trained safety workers to see that they are put into practice."

Men who have had practical experience in accident prevention work will act as instructors in the classes. The director will be a consulting safety engineer of New York City who was formerly general manager of the National Safety Council.

The Marquess, who was 59 years of age, married in 1904 Lady Margaret Grosvenor, daughter of the first Duke of Westminster, who with two sons and daughters survives him. The elder son, the Earl of Eltham, who succeeds to the marquessate, is 32. During the Great War he was an A.B.C. on the staff of the 1st Life Guards, and he was master of every detail affecting the conduct of a cavalry regiment, while his knowledge of the world and unaffected simplicity combined to render his term of service as military attaché in Vienna not only distinguished but highly useful. The keynote of his character was simplicity and modesty, and he had a genuine desire to render happy those placed near or under him. King George immediately after his accession to the throne expressed a wish to create his brother-in-law a Royal Highness. After full consideration the offer was declined, but the lesser, though just as essentially English rank of Highness was conferred upon him at the Coronation in 1911.

Since the war he had lived the life of an English country gentleman at his home in Shropshire. He was also ready to serve in any cause and take a great interest in the work of hospitals and charitable institutions. The Marquess was never for a moment tempted by his near relationship to the Sovereign into assuming any status or claiming any precedence, other than that freely and rightly accorded to him; indeed, if fault could be found with him in this respect it might be in the direction of too great modesty and of an undue tendency to depreciate his own qualifications.—H.B.

DIARY OF EVENTS.

To-day.

Slight Snow (Hail-asuch). Accession of Queen of the Netherlands, 1890.

Interport Cricket: Shanghai v. Malaya, H.K.C.C. ground (first day).

Fanning Hunt meet, Hunters' Arms, 2.30 p.m.

Laying of Foundation Stones of New Wesleyan Sailors' and Soldiers' Home, Praya East, by H.B. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), 2 p.m.

G.O.C. (Major-General C.C. Luard, C.B., C.M.G.), and Commodore J. L. Pearson, C.M.G., R.N., 3 p.m.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 4.30-6.30 p.m.

Football: 2nd Interport Trial, same H.K.F.C. ground, 4.30 p.m.

Hockey: Club 1st XI. v. K.O.S.B., U.S.R.C., 5 p.m.

Cafe Regent dinner dance, 8 p.m. C.E.M.S. Social, St. John's Cathedral Hall, 8.30 p.m.

H.K. Amateur Dramatic Club present "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Night Club" (5.15 p.m. and 9.30 p.m.); Chinese Drama, "Mother's Heart" (2.30 p.m. and 7.15 p.m.).

Star Theatre: "New Brooms." Principal Mails:—Outward: Australia, New Zealand, etc. (Mitsushima Maru), 3.30 a.m.

Thursday.

Interport Cricket: Shanghai v. Malaya, H.K.C.C. ground (second day).

Interport Rifle Shoot practice shoot, Taikeo Range, 2 p.m.

Trade Review Conference, General Chamber of Commerce, 4 p.m.

Garrison—Football League: R.A.O.C. v. H.Q. 2nd K.O.S.B.; H.Q. 1st K.O.S.B. v. R.A., Sookun-poo, 4.15 p.m.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 4.30-6.30 p.m.

Musical Helena May Institute ("Romantic Music"), 5.30 p.m.

Steel and Coulson's Billiard League: D.R.C. v. Queen's; Warders v. Police.

After dinner dance, at Lee Gardens.

Cafe Regent dinner dance, 8 p.m. H.K. Amateur Dramatic Club present "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Man on the Box."

Star Theatre: "Wages for Wives."

Principal Mails:—Outward: Canada, America, etc., and Europe via Victoria (Tallghyus), 9.30 a.m.; Canada, America, etc., Europe via Victoria, B.C., and via Siberia (President Grant), 10.30 a.m.

Friday.

Entries close for Macao 5th Extra Race Meeting, United Services, H.K.C.C. ground.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 4.30-6.30 p.m.

Hockey: Club "A" v. Club de Recreo, King's Park, 5 p.m.

Government House Dance.

Cafe Regent dinner dance, 8 p.m. Engineers' Institute Dance.

H.K. Amateur Dramatic Club present "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Man on the Box."

Star Theatre: "Wages for Wives."

Principal Mails:—Inward: Europe via Suez (Kashgar), Saturday.

Italian Convent Bazaar, for Orphans and Invalids, Caine Road, 10 a.m.

Interport Cricket: Malaya v. Hong Kong, H.K.C.C. ground (1st day).

Hong Kong Jockey Club 8th Extra Race Meeting, Happy Valley.

Yachting: Club Cruise to Discovery Bay.

Cricket: League:—Division I: Craigswater C.C. v. I.R.C. "A"; Division II: Club de Recreo v. H.K. Electric Co.

Friendly Cricket: H.M.S. Tamar v. C.S.C.C. 2nd XI.

Football League:—Division I: S.C.A.A. v. Club; R.A. v. Kowloon; Queens v. Scots Guards; Chinese Ath. v. Recreo. Division II: "A": Kowloon v. R.A.; K.O.S.B. v. Recreo; South China "B" v. Club; Chinese Ath. v. St. Joseph's; University v. South China "A."

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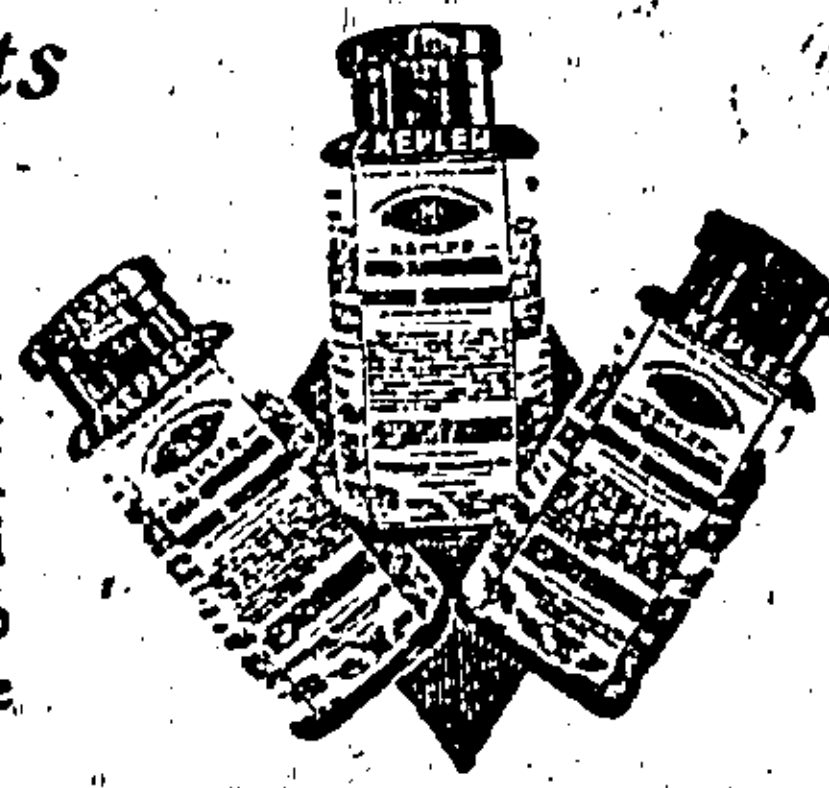
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GREAT CHANGES INTRODUCED IN GERMAN ARMY.

"MECHANIZATION" EXISTS ON HIGHLY-DEVELOPED SCALE BUT RESOURCES SCANTY UNDER TREATY.

BRITISH MODEL AS GUIDANCE.

Since the Revolution the army of the German Republic has changed its character three times. At first it was a volunteer force, raised to maintain order at home and to defend the eastern frontiers against the incursions of Polish irregulars. "Maintaining order" came to mean suppressing the radical revolutionary movement. This work of suppression was carried out ruthlessly under the Socialist Minister of War, Noske. The army, which had acquired the name of Reichswehr, was largely made up of ex-officers attached to the old regime. It developed into a kind of Prussian Guard. Having crushed the more radical revolutionary movement (which in many ways resembled the Paris Commune), it turned against the Republican Government. In March, 1920, the army occupied Berlin and attempted to establish a military dictatorship. But it was swiftly defeated by a general strike. Thus the first stage in the existence of the Reichswehr came to an ignominious end, writes the Berlin correspondent of the *Manchester Guardian*.

In its second stage it was ostensibly a professional non-political force reduced to the dimensions and functions laid down in the Treaty of Versailles and in the loyal service of the Republic. Secretly it was something different. Supporters of the old regime looked upon it as the nucleus of a potential million army, and its own outlook and training were largely influenced by this idea. It was in touch with the secret military organization known later on as the "Black Reichswehr," which plotted the overthrow of the Republic and the repudiation of the Peace Treaty. But the Republic withstood all attacks and conspiracies and pursued its "policy of fulfilment" undisturbed by nationalist sentiment. The "Black Reichswehr," unable to fulfil its own purpose and discredited by the base and inhuman methods it employed, gradually fell to pieces. Its connection with the Reichswehr was exposed, and broke under pressure of public opinion. The Reichswehr entered the third stage of its history and became what it is now, a professional army, conservative like most armies, but chiefly concerned with pay, promotion, and its own professional duties, and not with ambitious political schemes.

Changed Principle of Manoeuvres.
As late as last year the annual manoeuvres of the Reichswehr were conducted on the assumption that reinforcements of great numerical strength would be available in a future war. This assumption has been abandoned, and in this year's manoeuvres, the best is being made of the defective instrument left to Germany by the Treaty of Versailles. This change, due mainly to political realism, has been hastened by the evolution of military science since the end of the Great War. Ten years ago when million armies were still facing each other, an army of 100,000 men would have seemed an absurdity for a country with more than 60,000,000 inhabitants. To-day such an army seems much less absurd. Dr. Gessler, the German Minister of War, told me in a recent conversation: "From a purely military and technical standpoint we can see no purpose in raising vast masses of men. We are convinced that we must take into account the overwhelming machine. This machine is difficult to handle in any case, and it requires a specialized force of technical experts rather than a million men. Germany is not striving to increase her armaments. Her attitude is that other nations are under an obligation to reduce their armaments. If they do so in accordance with President Wilson's proposals, then an army of 100,000 men will be enough for Germany's needs."

There can be little doubt that if general disarmament continues to make no progress, then the time must come when Germany will want to arm. Is that case she would probably ask for greater freedom in developing and expanding her technical equipment rather than for a bigger army.

Part V. of the Treaty of Versailles opens with the words: "In order to render possible the institution of a general limitation of the armaments of all nations Germany undertakes strictly to observe the military, naval, and air clauses which follow." Thus the treaty, by imposing a moral obligation on the former Allies to promote universal disarmament. But the treaty does more than this—it sets a definite standard. German disarmament is the standard of what disarmament should be in all countries, and it is on the universal application of this standard that the German Government (whatever its party colouring may be) is bound to insist with all the weight of its growing influence and authority.

Effect Of "Mechanization."
The treaty deprives the Reichswehr of aeroplanes, of tanks, of gas, of heavy artillery, and of other essential weapons and material. Thus the present manoeuvres have a greater reality than manoeuvres in France or England, for even if a potential million army (with the Reichswehr as its nucleus) is no longer assumed, it is necessary to assume the existence of an imaginary enemy equipped with aeroplanes, tanks, and all the other equipment denied the Germans by the treaty. In the manoeuvres the German troops have to take cover when the presence of imaginary hostile aeroplanes is signalled. They must also operate against imaginary tanks and heavy artillery. Thus their intelligence and imagination are taxed to an extreme degree.

Extreme Mobility.
The Peace Treaty places the Reichswehr at the mercy of a British or a French army in case of actual hostilities, but it is perhaps not quite so paralyzing as the authors imagined. It is not likely that they believed a force of 100,000 men would be adequate for a Great Power like Germany. They probably did not foresee that the "motorization" of modern armies and their diminishing numerical strength would reduce the importance of strategic railways, and enormously increase the importance of good roads for motoring, of which Germany has built as many as she pleases and wherever she pleases. Article 178 of the treaty forbids "all measures of mobilization," but the possibility of concentrating an adequate force of great striking and penetrating power, both when hostilities seem imminent and when they have begun, is now much greater than it can have seemed a few years ago.

At one time it was believed that large and powerful engines would be necessary for the most efficient type of military aeroplane. But the big engine has not prevailed. The relatively small engine, such as Germany has been able to develop for her unsurpassed civilian aviation, would seem to be as good for war as it is for peace. Civilian and military aviation are not quite the same, but they do not differ so widely as was once believed. In the use of the machine-gun the Reichswehr has developed the machine-gun has become the essential German weapon. It is also claimed that signalling is more highly developed in the Reichswehr than in any other army. An improved system of signalling and communication between "thinly held and sparsely scattered and exposed positions," an intensified training that lends great resourcefulness and responsibility to every soldier, and an elaborate technique by which moving troops are made invisible to hostile observation whether on land or in the air—all these things have gone to make up that extreme mobility which is the chief characteristic of the German army to-day.

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Passed.—R. S. Bhagat Singh.

FLYING SQUAD.

The weekly instructional patrol of the Hong Kong Section on Thursday, November 24th, will start from Central Police Station as usual at 5.15 p.m. sharp.

GENERAL.

Part III. Musketry.

The following Police Reservists will attend at the Kennedy Road Revolver Range in mufti on Sunday, November 27th, at 10 a.m. sharp for instruction in revolver shooting under Inspector H. J. Paterson.

15 men to be detailed by O.C. Chinese Company.

12 men to be detailed by O.C. Indian Company.

15 men to be detailed by O.C. Flying Squad.

Police Training School.

Classes for instruction in Part II. of training course will be held at the Police Training School under Inspector H. J. Paterson on Thursday, 24th, and Tuesday, November 29th, commencing both evenings at 5.30 p.m. sharp.

Training Part I. (Squad Drill).

All members of the Police Reserve who have not yet passed out as efficient in Part I. will parade in mufti at the Central Police Station for Squad Drill and Rifle Exercises under Sergeant R. J. Hunt as follows:—

Chinese and Indian Companies on Thursday, November 24th, and Tuesday, November 29th.

Flying Squad on Wednesday, November 23rd.

Fall in on each evening at 5.30 p.m. sharp.

(Sgd.) G. B. HARTFORD, D.S.P. (R), Adjutant.

Hong Kong, Nov. 22nd, 1927.

RUBBER AND MINING SHARES.

DIVIDENDS AND QUOTATIONS.

Messrs. Carroll Bros. have been advised of the following dividends and quotations on rubber and mining shares:—

Quotations.
Allenby's \$2.80
Glennly's 2.85
Jimph's 2.35
Kedaha 4.00
Malaka Pindas 2.30
Pajams 2.40

Dividends.

Asam Kumbang: 2/- per share.
Austral Malay: 2/- per share.
Bukit Kepong: 7/- per cent. 2nd interim.

Eastern Smelting Ords.: 3/- per share final, making 15 per cent.
Eastern Smelting Prefrs.: 2/- per share final, making 15 per cent.

Klang River: 12 1/2 per cent. interim.
Kuala Lumpur: 1/- per share.
Malim Nawar South: 1/- per share.

Mambai: 5 per cent. 2nd interim.
Rawang: 1/- per share interim.

EXCHANGE RATES.

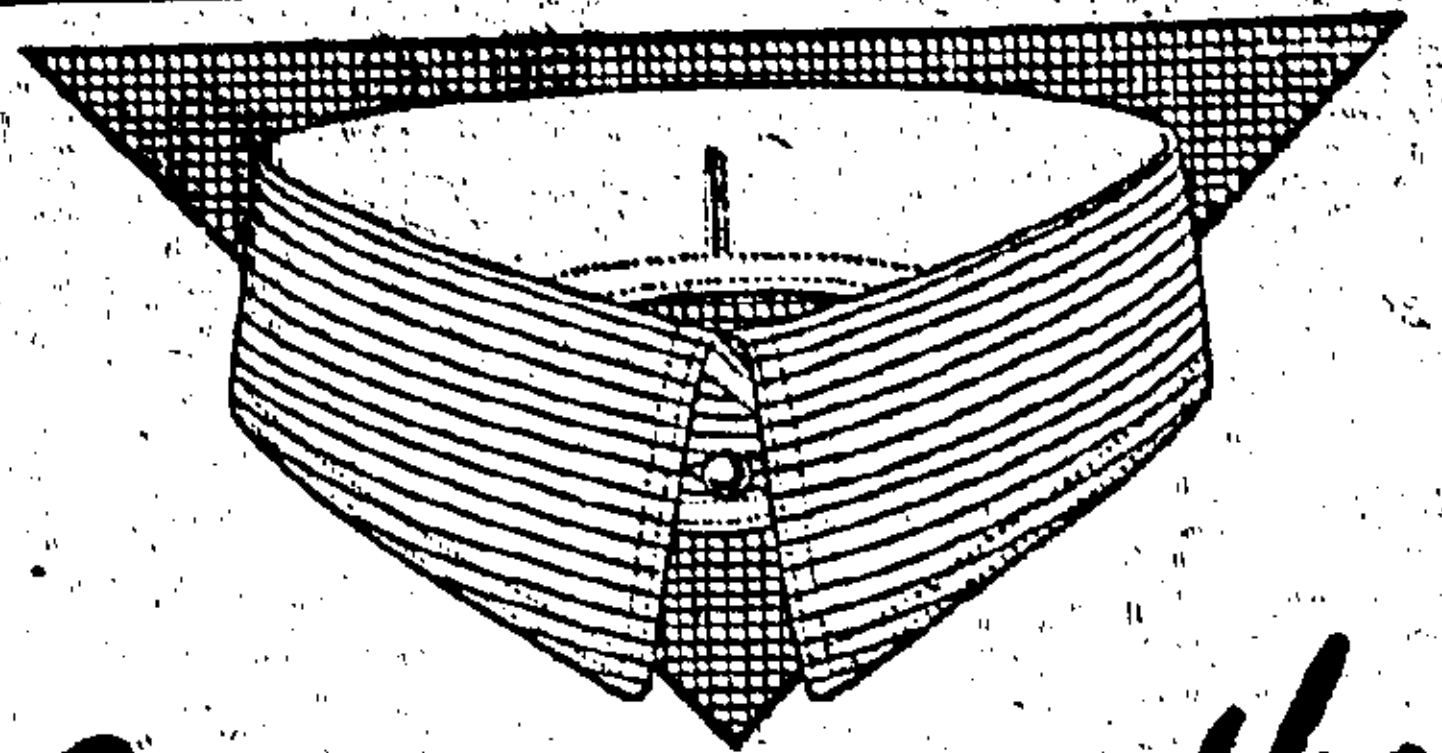
[BRITISH WIRELESS SERVICE.]

Rugby, November 21st.
Paris 124
New York 4.87 25/32
Brussels 34.94
Geneva 25.28
Amsterdam 12.07
Milan 89 1/2
Berlin 20.43
Stockholm 18.10
Copenhagen 18.38
Oslo 34.56
Vienna 184 1/2
Prague 193 1/2
Helsinki 23.81
Madrid 227 1/4
Lisbon 287 1/2
Athens 750
Bucharest 57 1/2
Rio 1/3 15/16
Buenos Aires 2/6 1/2
Bombay 2/6 1/2
Shanghai 2/0 1/2
Hong Kong 2/0 1/2
Yokohama 1/10 18/32
Silver (spot) 23 5/16
Silver (forward) 23 3/16

FASHION AND BUSINESS.

BAREHEADED ROMANS.

The *Roma* of Naples is lamenting loudly in its columns that Italian men have accepted the hatters' fashion with enthusiasm, and that owing to its mild climate, Naples is one of the first to suffer from the new craze. The average yearly output of hats in Italy is six million, of which over four million are exported; and it is calculated that the new fashion means a loss to the trade of some eight million lire. The straw-hat manufacturers are the hardest hit of all.



Have you seen the VAN HEUSEN Collars in self colours & Stripes

Entirely
BRITISH
MADE

Patented in
all countries

Obtainable at
all the principal
establishments
in Hong Kong



Design
11/2a White ground. Black Stripe 1/4" apart.
11/4 White ground. Blue Stripe 1/4" apart.
11/5 Blue Bengal Stripe.
11/6 Self colour Blue.
11/7 Self colour Champagne.
(All the above in 1 size only)

THE VAN HEUSEN INTERNATIONAL CO
Kinnaird House, Pall Mall East, London, S.W.1

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

November 22nd, 1927.

B.K. Bank \$112 1/2 nom.
Do. London \$200 buy.
Chartered Bank \$230 nom.
Mercantile Bank, A. & B. \$213 1/2 nom.
Do. O.C. \$210 nom.
P. & O. Bank \$210 nom.
East Asia Bank \$202 nom.
Canton Insurance \$540 buy.
Union Insurance \$294 nom.
North China Ins. \$148 nom.
Yangtze Insurance \$148 buy.
China Underwriters \$215 nom.
China Fire Insurance \$390 buy.
Hong Kong Fire Ins. \$354 buy.
Steamboats \$30 sel.
H.K. Tugs \$190 nom.
Indo-China (Prof.) \$30 nom.
Do. (Def.) \$45 nom.
Shell Transport \$17 nom.
Waterboats \$17 nom.
Benquits \$27 nom.
Kailan Mining \$177 buy.
Langkai (single) \$14.94 buy.
Do. (double) \$14.94 buy.
S'hat. Explorations \$14.94 buy.
Shanghai Loans \$14.94 buy.
Baube \$14.94 buy.
Tromoh Mines \$19.3 nom.
H.K. & K. Wharfs \$120.10 buy.
H.K. & W. Docks \$35 sel.
China Provident \$14.94 buy.
Hongkong \$14.94 buy.
New Engineering \$14.94 buy.
Shanghai Docks \$14.94 buy.
Ewo Cottons \$14.94 buy.
Orientals \$14.94 buy.
Shanghai Cottons (old) \$14.94 buy.
Do. (new) \$14.94 buy.
H.K. & S. Hotels \$14.94 buy.
H.K. Lands \$14.94 buy.
Shanghai Lands \$14.94 buy.
Humphreys Estates \$14.94 buy.
Hong Kong Real Estate \$14.94 buy.
H.K. Territorials \$14.94 buy.
H.K. Buildings \$14.94 buy.
H.K. Tramways \$14.94 buy.
Peak Tram (old) \$14.94 buy.
Do. (new) \$14.94 buy.
Star Ferries \$14.94 buy.
China Lights (comb.) \$14.94 buy.
Do. (old) \$14.94 buy.
Do. (new) \$14.94 buy.
H.K. Electric \$14.94 buy.
Macao Electric \$14.94 buy.
Telephones \$14.94 buy.
China Buses \$14.94 buy.
Singapore Tractions \$14.94 buy.
China Sugars \$14.94 buy.
Malayan Sugars \$14.94 buy.
Canton Ice \$14.94 buy.
Cementa (combined) \$14.94 buy.
Do. (old) \$14.94 buy.
Do. (new) \$14.94 buy.
H.K. Bays (old) \$14.94 buy.
Do. (new) \$14.94 buy.
United Asbestos \$14.94 buy.
Dairy Farms \$14.94 buy.
Watsons \$14.94 buy.
Der A Wings \$14.94 buy.
Lane Overalls \$14.94 buy.
Macintoshes \$14.94 buy.
Sinceros \$14.94 buy.
Wm. Poyles \$14.94 buy.
H.K. Amusements \$14.94 buy.
H.K. Constructions \$14.94 buy.
H.K. Indus. G. Bonds \$14.94 buy.
H.K. Govt. Loans \$14.94 buy.
buy—buyers; sel—sellers; na—naive; nom—nominal.

THE TYPEWRITER THAT INTERESTED H.M. THE KING.

It is now a matter of interest to all users of Typewriters to know that this Machine can be obtained in Hong Kong.

THE "IMPERIAL" TYPEWRITER

is a Machine that embodies all the latest improvements, and it is not only better but also cheaper than other Typewriters of Foreign Make.

Demonstrations will be given at any time at the

Sole Agents:

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[A.P.B.]

EXCHANGE CLOSING QUOTATIONS.

November 22nd, 1927.

On London.—
Telegraphic Transfer 2/6 1/2
Bank Bills, on demand 2/6 1/2
Bank Bills, at 30 days' sight 2/6 1/2
Bank Bills, at 4 months' sight 2/6 1/2
Credit, at 3 months' sight 2/6 1/2
Documentary Bills, 4 months' sight 2/6 1/2
On Paris.—
Bank Bills, on demand 124 1/2
Credits, 4 months' sight 124 1/2
On New York.—
Bank Bills, on demand 49 1/2
Credits, at 60 days' sight 50 1/2
On Bombay.—
Telegraphic Transfer 124 1/2
Bank Bills, on demand 124 1/2
On Calcutta.—
Telegraphic Transfer 124 1/2
Bank Bills, on demand 124 1/2
On Shanghai.—
Bank Bills, at sight 79 1/2
Frisals, 60 days' sight 109 1/2
On Yokohama.—
On demand 89 1/2
On Manila.—
On demand 87 1/2
On Singapore.—
On demand 121 1/2
On Batavia.—
On demand 121 1/2
On Saigon.—
On demand 121 1/2
On Bangkok.—
On demand 121 1/2
Boverson Bank's Buying rate \$9.60
Gold Leaf, 100 fine, per toad 23 5/16
BANK SLIVERS, per oz. 23 5/16

ANCHOR BRAND PURE MANILA ROPE.

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ESTABLISHED 1854

YINCHAU ROPE FACTORY

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SATURDAY, 26th NOVEMBER.

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SOLE AGENTS FOR—RONEO OFFICE APPLIANCES.

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"FLORE DIVINA"
EXCELLENT SCENT.

PRICE: 50 Cts. per bottle.

OBTAINABLE FROM

VICENTE ATIENZA & CO.

AGENTS.

No. 54, NATHAN ROAD,
KOWLOON.

TEL. K. 155.

DIET AND FADDISM.

A NEW KIND OF NURSING HOME.

FASTING UNDER MEDICAL SUPERVISION.

A nursing home of quite a new kind for the treatment of diseases, particularly along the lines of dietetics and fasting, has been opened by Sir Bruce Bruce-Porter at Preston Deanery Hall, near Northampton. It is the first home of its kind specialising in dietetic treatment, which is conducted under the care of a fully qualified medical and nursing staff. Thus it is medically orthodox, but will provide the advantages of existing institutions which are heterodox in the sense that they have not the approval of the medical profession. "There is a great need to-day for institutions to which doctors can send patients to obtain rational treatment, especially as far as their diet is concerned," said Sir Bruce, when he declared the premises open. "We do not want homes where disease is exorcised or an attempt made to exorcise it merely by prayer and fasting. Let us have the prayer by all means and the fasting if necessary—always provided that it is carried out under proper supervision so that the degree of fasting and dieting can be adjusted to the needs of particular cases."

"People must not be allowed to fast unless a trained doctor is there to see that they do it properly. Many doctors recommend courses of treatment on the lines of non-meat diet and a variety of electrical and water cures. It is very desirable that homes should be provided where these methods of treatment can all be pursued under one roof and at an inclusive cost which is not any greater than that of a room in a nursing home."

Preventive Treatment.

"Medical treatment of a preventive character, upon which all doctors should concentrate to-day, should be cheap, but medical treatment of a curative character is very expensive, and cannot be otherwise. Our bodies are like motor engines. You can run your motor engine with little expense, but if it breaks down the cost of overhaul is likely to be considerable. So it is with the human machine."

"There is a great need for homes where people can go to be overhauled and, above all, rationally fed. No matter how much doctors can do, the factor of the body itself must be faced, for the cure depends on the body and the body depends on the kind of food which is given to it. Food must be provided free of faddism. When we talk about rational dieting we always lay ourselves open to the accusation of being faddists. We must put up with that. It is better to be a faddist and healthy than a non-faddist and ill."

"The greatest mistake in the world when you call in a doctor to treat you is to have one who has devoted his whole time and thought to one particular bit of the body, and so is liable to be biased. Your health should be looked after by a man who views the body as a whole and treats it as a whole."

Dr. A. J. Cameron, chief of the medical staff, told a Press representative that the new home is not in any way connected with the New Health Society, though it has its approval and is being warmly encouraged by Sir Arbuthnot Lane and a number of prominent Harley-street specialists.

CURIOUS INVENTIONS.

A FLYING MACHINE WITH FLAPPING WINGS.

Many curious inventions which have formed the subject of recent applications to the Patent Office were described by an official to a Press representative who called there. According to the official, inventive minds are on the increase. One of the most remarkable inventions, the creation of two Germans, is a flying machine with flapping gas-filled wings. It is claimed will prevent or remove wrinkles or puckers at the side of the mouth and nose, and thus beautify the face.

A process for extracting gold from sea water has been submitted by a Czechoslovakian, and other applications for patents include:—Toy bomb, provided with an explosive charge and fuse for discharging paper streamers; Mechanical violin; Translucent cinematograph projection screen;

Device for discerning defective patches in furs; Telescopic umbrella for use while wheeling a perambulator; Means whereby an umbrella can be held in a bag or music-case; A method of Pasteurising beer; and

A swimming appliance, consisting of blades or plates attached to the hand and forearm.

BRITAIN'S ELECTRICITY SCHEME.

FOREIGN TENDERS ALLOWED.

MANUFACTURER'S CRITICISM.

Criticism of the Central Electricity Board for allowing foreign tenders for the Scottish electricity scheme was made by Mr. D. N. Dunlop, Director of the British Electrical and Allied Manufacturers' Association. In a statement to the Press Association, he said:—

"The intention of the consulting engineers in allowing these tenders may be, of course, to ensure some basis of comparison for assessing British prices, or, on the other hand, there may be a definite policy at work of declaring open market conditions. If the latter, then we must view with concern the encouragement in principle of foreign electrical imports into Britain in connection with a purely national scheme."

British Or Foreign Industry.

"The national power scheme was initiated primarily to assist British industry, not merely through the realisation of cheap power, but through extensive orders for equipment and plant for the supply and distribution of power. The capital raised by the Central Board will bear a Treasury guarantee, on much the same lines as the Trade Facilities Act, and we should now ask the questions:—

"Is the national credit to be used to finance importation of foreign plant? Is the new scheme to be conceived as a support of British industry, or as a means of using foreign tenders to force British manufacturers to quote uneconomic prices?"

"Already in the Scottish scheme and in the South-East England scheme, generating stations equipped with foreign plant have been selected as capital stations. Is this policy to be general through the whole of the national scheme? At the moment the situation is obscure in the extreme, and the public will no doubt demand an explanation in the interests of the nation as a whole."

Government Fear Of A Ring.

The question raised by Mr. Dunlop, it was pointed out in an authoritative quarter was debated during the Committee stage of the Bill when an amendment was actually proposed to forbid the purchase of plant and machinery abroad.

This was opposed by the Government on the ground that the Board ought not to have its discretion fettered, although both the Minister of Transport and the Attorney-General were clear that the Board would, wherever possible, give the tender to British firms.

The Attorney-General said: "I agree, if the British factory quotes a reasonable price, and does its best to produce at reasonable cost, it ought to have the preference, but what you would be doing, by this proviso (to exclude foreign tenders) would be to encourage the very thing which we all desire to discourage—the creation of a ring and the imposition of an artificial price."

"It is said that you are using a Treasury Guarantee, and are indirectly using public money. Two-thirds of the electrical orders of this country at present come from public authorities, who are using public money. We rightly trust them in spending that money to give a preference, as far as they can, to British manufacturers, and I have no reason to believe that we cannot trust the Board equally to do its best to encourage British industry by giving the British factory the order whenever there is a reasonable chance of doing so."

It was pointed out that while the Board's policy could not be stated, there was no doubt that they would be influenced in the direction indicated by the Minister of Transport and the Attorney-General. Further, if the Treasury guaranteed the capital they had power, under the Act, to impose conditions, and therefore had some say in the matter.—Observer.

153 BRIGANDS ON TRIAL.

FASCIST PREFECT'S ROUND-UP.

PALERMO, Oct. 24th. Inside a huge iron cage in the Assizes Court to-day, guarded by scores of carabinieri, sat 153 Sicilian brigands headed by the notorious old Ferrarello and his private gang of fifty, and remnants of other gangs whose chieftains are either dead or have not been captured. There were also a doctor, an engineer, two priests and seven women including the aged Queen of Gangi who is the mother of five of the prisoners.

The brigands ruled the interior for fifty years, Ferrarello disputing the chieftainship with Palazzolo until a jealous brother-in-law knifed and murdered Palazzolo. The clean-up of the brigands was due to the energy of the new Fascist prefect, Signor Mori, who was determined to re-establish a reign of law. He captured the brigands after four months' siege.

Sixty lawyers have been retained for the defence. A three months' trial is anticipated.

GREAT ELECTRIC BOOM.

\$131 MILLIONS INCREASE IN CAPITAL.

YEAR'S PROGRESS.

Figures showing the extraordinary progress made by the British electrical industry are given in the new edition of "Garcke's Manual of Electrical Undertakings" (thirtieth annual volume).

Capital invested in the industry has increased during the past year by more than 43 million pounds, bringing the total capital invested to £810,824,179 subscribed in 1,633 undertakings in all branches of the industry. This figure includes loans authorised for municipal undertakings.

The analysis of finance for 1926-27 in the volume reveals that the year's increase is distributed over the various branches of the industry as follows:—

Electricity supply £31 millions.
Electric traction
Telephones and telegraphs 11
Manufacturing and miscellaneous
Dividends.

The average rates of dividends and interest paid on capital are collated and summarised in the case of 553 companies, as follows:—

Electric supply 6.21 per cent. on a capital of £125,412,769.
Electric traction 4.50 per cent. on a capital of £173,995,982.
Telegraphs 6.71 per cent. on a capital of £39,877,922.
Telephones 7.61 per cent. on a capital of £8,929,186.
Manufacturing 7.73 per cent. on a capital of £73,063,893.
Miscellaneous 5.02 per cent. on a capital of £29,320,312.

The average dividend is 5.62 per cent. on an aggregate capital of £450,800,034.

MIDNIGHT OPERATION OFF CAPE HORN.

YOUNG DOCTOR'S IMPLEMENTS.

SCISSORS, CLOTHES PEGS,

SPOONS, MEAT HOOKS.

Details of a feat of surgery off Cape Horn, carried out under almost incredible conditions with scissors, a safety-pin, bent spoons, clothes-pegs, and meat-hooks, as implements, but ending in success, were told to a Daily Mail reporter by the officers and crew of the Commonwealth and Dominion Line steamer Port Auckland.

The central figure is a young New Zealand surgeon who was on his way to England for the first time. He is Dr. A. S. Hetherington, just 25, who studied medicine at Dunedin University.

As the ship was about to round Cape Horn this young surgeon found that a fireman, Mr. A. J. Merton, had appendicitis.

Only Woman On Board.

Although he had no implements and no qualified assistants, Dr. Hetherington decided that an operation was imperative. In the rough sea the ship was rolling heavily, but the engines were stopped and the dining saloon was chosen as an operating theatre. Arc lights were brought and assistants called for.

To administer the anaesthetic a tea-strainer was covered with a towel, and this was placed over the patient's nose. Ether and chloroform were sprinkled from a bottle until the patient was unconscious and throughout the operation, which lasted from midnight till nearly 3 a.m., the surgeon had to watch the eyes of his patient to see that he was not coming round, ordering more anaesthetic from time to time.

The cut was made with great difficulty with a small pair of scissors, the patient's tongue was fastened by means of a safety-pin stuck through it, and the wound was kept open by means of bent spoons. Clothes-pegs and meat-hooks were also employed. Down below in the kitchen the cook, Mr. Ricardo, kept his quens at boiling heat for hours sterilising the instruments.

The operation completed, the patient was carried through narrow passages—a task of the greatest difficulty by the boat rolling and tossing—to his cabin. The wound quickly healed, but pneumonia and bronchitis set in.

Miss Swindell nursed the patient day and night, back to health, and as one of the officers said, she and the doctor undoubtedly saved his life.

VIVID—engrossing—grim—fascinating—true!

WHAT PRICE GLORY

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**VICTOR
McLAGLEN**

DOLORES DEL RIO
EDMUND LOWE

And a Superb Cast

Produced by Raoul Walsh

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WEDNESDAY
TO
SATURDAY

Starting promptly at 2.30, 5, 7.15 & 9.30.

USUAL PRICES EXCEPT AT 2.30 & 7.15.

The thrilling and amusing adventures of a jilted young man when he goes to Spain—

THE NIGHT CLUB

with

RAYMOND GRIFFITH—VERA REYNOLDS
WALLACE BEERY

AT THE

WORLD

TO-DAY ONLY
At 5.15 & 9.20.

At 2.50 & 7.15.—Chinese Drama, "A Mother's Heart."

The comedy of a son who took over his father's business and a father who took over his son's girl—

NEW BROOMS

with

BESSIE LOVE—NEIL HAMILTON
PHYLLIS HAVER

AT THE

STAR

TO-DAY & TO-MORROW
Continuous 5.15 to 8.45
and at 9.20.

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Cafes
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

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DECEMBER 9th, 10th, 12th,
15th, 16th, 17th,
at 9 p.m. sharp.

MATINEE: December 14th,
at 4.30 p.m.

(Children Half Price)

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To-day at ANDERSON'S.
Public Booking Monday Next.

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Dramatic Club

**BULLDOG
DRUMMOND**

NOVEMBER 22nd, 23rd,
24th, 25th, 26th.

BOOKING AT ANDERSON'S.
USUAL PRICES. [3468]

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Stocked in half sizes and various fittings.

\$13.50 per pair—Less 10% discount for cash.

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MEN'S WEAR SPECIALISTS
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Mac's Cafeteria begs to notify its Patrons of the excellent assortment of French Pastry, Fancy Cakes, Chocolates, Bon-Bons, etc., made fresh daily.

Bon-Bons and Chocolates are beautifully boxed in Continental Fancy boxes.

WEDDING, CHRISTENING, BIRTHDAY CAKES,

a speciality.

Fancy Cakes of any description made to order. All the above Pastry, Cakes, Chocolates, etc., made by or under the direct supervision of our Expert Swiss and French Pastry Cooks and Confectioners.

A VISIT TO US WILL ASSURE YOU OF EVERY SATISFACTION.

Meals served from 8 a.m. to 12 midnight.

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\$4.95 yard

CRETONNES AND SHADOW TISSUES

A magnificent range of the newest designs and colourings in Cretonnes and Shadow Tissues for Loose Covers, Curtain, etc.

ESTIMATES GLADLY GIVEN. FIT GUARANTEED.

NEW CARPETS. NEW RUGS.

CALL AND INSPECT.

FIRST FLOOR SHOWROOMS.

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"IRENE" PIRACY TRIAL.

CROWN CASE CLOSED: DEFENCE OPENING TO-DAY.

IDENTIFICATION OF PRISONERS AND THEIR STATEMENTS.

The case for the Crown was closed yesterday afternoon in the trial of the seven Chinese charged with complicity in the piracy of the China Merchants' steamer *Irene*. The case is being heard before Sir Henry Gollan, the Chief Justice, at the Criminal Sessions.

Thirty-two witnesses have been called since the trial commenced on Monday. The defence will open their case this morning, and the trial is likely to conclude to-morrow (Thursday).

Mr. H. Somerset Fitzroy is conducting the case for the Crown, and Mr. C. G. Alabaster, K.C., is defending the prisoners, with Mr. Leo d'Almada e Castro further representing the fourth prisoner. Mr. C. A. S. Russ is watching the case on behalf of the owners of the *Irene*.

At the morning hearing yesterday Dr. J. R. Craig gave evidence regarding the cabin steward who was admitted to the Government Civil Hospital. This man had been shot by one of the pirates, the bullet piercing the base of one lung and coming out at the back near the spine. The wound gave rise to considerable internal haemorrhage in the chest cavity, but the man recovered and was discharged.

Replying to Mr. Fitzroy, witness said the wound was a serious one and might have caused death. It could have been caused by a .32 bullet.

Replying to Mr. Alabaster, Dr. Craig said the course of the bullet was downwards and slightly inwards.

His Lordship: Can you form any opinion as to whether the wound was caused by a direct shot or by a ricochet?

Dr. Craig: The nature of the wound pointed to it having been caused by a direct shot. If due to ricochet I should have expected to find more laceration.

Mr. Fitzroy stated that the next witness, the eleventh, was out of the Colony. He was a Chinese, and he proposed to read the evidence he had given at the Magistracy.

Mr. Li Chor Chi, Secretary of the Ho Hong Bank, was called to prove the absence of the witness in question, but on entering the witness box he stated that he did not know the man personally.

Mr. Alabaster objected, and said that all Mr. Li Chor Chi could give was hearsay evidence.

His Lordship remarked that he did not think Mr. Li could help them very much, and Mr. Fitzroy said he did not intend to proceed further with the point.

A Passenger's Story.

A Chinese cabin passenger said that two armed men came into his cabin and that one of them was the third prisoner. This man threatened witness with a revolver and ordered witness to hand over his belongings. Witness told them to spare that what they liked, but to spare his life. The men took away baskets containing his clothing. Witness said that with the exception of the sixth prisoner, all the prisoners came into his cabin at different times and ate some ham, which witness had in his cabin.

Mr. Alabaster: Had you seen any of these people before you went on board the ship?—No, there were so many there.

Were you in your cabin during the whole of the two days the pirates were in charge of the ship?—Yes. You say there was some ham there?—Yes, there was ham in some baskets.

With the exception of No. 6, all you can say about these others is that they came in and ate a little ham during the two days the piracy lasted?—

His Lordship: I understand that the ham was his (witness's).

Mr. Alabaster: Well, my Lord, perhaps they were hungry.

Witness: They ate the whole piece.

His Lordship: What? They ate the whole of the ham?—Yes.

Mr. Alabaster: Prisoner No. 8 did not come in at all?—No.

The next Chinese witness said that he recognised the first, third and fourth prisoners, as men who searched him. He identified all the prisoners, who entered his cabin at different times.

During the afternoon further evidence was given by members of the crew, stewards and others concerning various incidents in the piracy.

Detective Sub-Inspector A. J. W. Dording gave evidence of arresting the seven prisoners on their arrival

in Hong Kong, and of handing them over to Detective Inspector Lane at the Central Police Station.

In replying to Mr. d'Almada, witness said he had no warrant.

Prisoners' Statements When Arrested.

A Sergeant-Interpreter who read the charges out to prisoners at the Central Police Station, said they made the following statements:—

No. 1 Prisoner: "I did not take the money. I did not fire at the mess boy with a revolver. It was the chief who shot him."

No. 2 Prisoner: "I boarded that ship as a passenger for Amoy. The pirate chief asked me to give assistance. The pirate chief and a great number of men are dead now. I did not know the pirate chief."

No. 3 Prisoner: "There was a pirate chief who was acquainted with me. The pirate chief asked me to give assistance and promised that he would give me \$100. I handed \$700 to the Captain. It was my own money. That money was my salary."

No. 4 Prisoner: "I met that gang of pirates on board, and they asked me to give assistance. If I refused they would kill me. I boarded that ship as a passenger for Singapore."

No. 5 Prisoner: "I have nothing to say."

No. 6 Prisoner: "I did not commit piracy. I boarded the ship as a passenger."

No. 7 Prisoner: "I did not commit piracy. As soon as I went on board I went to sleep. There was a pirate who was in the same bunk with me, and he asked me to give assistance and told me to get hold of a knife."

Replying to Mr. d'Almada, the interpreter said he was quite sure that No. 3 prisoner said that he was acquainted with the pirate chief, and did not say he was not acquainted with him.

Prisoners' Statements At Magistracy.

Mr. Fitzroy then read the statements made by prisoners at the hearing of the case at the Central Magistracy.

The first defendant did not make a statement.

The second defendant said: "I boarded the steamer to go to Amoy in order to find an Englishman named Pitt, who is employed in a dock at Amoy, with a view to getting employment. When the *Irene* reached the entrance of Amoy, a piracy started. I was then on deck. The pirates called upon me to lend them assistance, threatening to shoot me if I refused. I had no alternative but to obey. Even the European officers obeyed, therefore, how could I, a mere passenger, disobey them? I was forced to act as a pirate, and I may add that this was against my will. I have been in foreign employ for twenty-six years, mostly on English vessels. As late as last year I was on an English vessel. I picked up a knowledge of English in the engine room. I did not learn English to become a pirate."

The third prisoner said that he was going to Amoy to get a vessel to take him to Singapore. He was sitting in the storeroom when the piracy broke out. The pirates were all Cantonese and shouted out to the passengers that they would not rob any Cantonese on board, and that all Cantonese were expected to help. "To save our belongings we had no alternative but to obey, and besides, the pirates promised us a cunshaw," remarked the prisoner.

The stewards and boys, he said, were under the control of the pirates. They killed chicken and cooked beef-steaks for the pirates. The supercargoes and others also had to do as they were told. They went about opening the hatches to assist the robbers to rob. The robbers were all Cantonese and the Northerners on board regarded every Cantonese as a pirate.

The fifth defendant claimed to be a passenger proceeding to Amoy to find employment. The sixth defendant claimed that the only connection he had with the pirates was that he smoked two pipes of the opium with one of them in the steward's quarters.

The seventh defendant said he was given a chopper by the pirates in order to chop certain strings. He remembered being assured by the pirates that because he was a Cantonese he had nothing to fear.

This concluded the case for the Crown, and the Court adjourned until this morning, when the defence will be opened.

NEW SAILORS' & SOLDIERS' HOME.

STONE LAYING CEREMONY TO-DAY.

THE OFFICIAL PROGRAMME.

The ceremonial laying of the foundation stones of the Wesleyan Sailors and Soldiers' Home on the Praya East takes place this afternoon. A description of the building it is proposed to erect has already been published, but although the plans are complete and the work is to be pushed forward as rapidly as possible, it may be noted that the building and equipment fund are still open and a strong appeal is being made for further subscriptions.

The home is being erected to take the place of the Wesleyan Sailors and Soldiers' Home in Arsenal Street which is shortly to be demolished under the Government's road improvement scheme. Compelled to consider the building of a new home, the Committee felt that it must be worthy of the Colony in appearance and structure and its equipment thoroughly up to date. But in spite of the generosity of the Hong Kong Government, which is most gratefully acknowledged, such a scheme could not be carried into effect without a very large additional expenditure. The home has no endowments, no reserve funds, and receives no Government grants, but realising the enormous benefit to the Colony of the services of His Majesty's Forces, the Committee is confident of the liberal support of the public, and in this faith has ventured upon providing an institution that will be a credit to the Colony and of real service to the men to whom the Empire owes so much.

While sponsored by the Wesleyan Methodist Church, the home is open to all service men without distinction of rank or creed. Its motto is "Service for Service Men" without enquiry as to anything except how that service can best be rendered. Long and wide experience has taught those who are responsible for such homes the immense value of a place from which all intoxicating liquors are rigidly excluded. Parts of the building will be available for public entertainments, and provision made for the holding of "Lodge" meetings or Religious Services on an entirely voluntary basis as occasion demands.

The three principal stones will be laid this afternoon by H.E. the Officer Administering the Government, H.E. Major-General C. C. Luard and Commodore J. L. Pearson.

The inscriptions on the stones are as follows:—

On behalf of the men of H.M. Army H.E. Major-General C. C. Luard, C.B., C.M.G., laid this stone.

On behalf of the men of the Royal Navy and the Royal Air Force Commodore J. L. Pearson, C.M.G., R.N., laid this stone.

To the glory of God through service to the men of H.M. Forces, H.E. W. T. Southern, Esq., C.M.G., Officer Administering the Government laid this stone.

The service will open with the hymn "All hail the power of Jesus' name." The Rev. J. C. Knight Anstey, the Wesleyan Minister, will make a statement regarding the home, and then the foundation stones will be laid. Following the ceremony the Rev. G. F. Stopford, B.A., CH.D., C.F., will read a lesson. There will be another hymn and the Rev. J. Kirk Macdonald will offer a dedicatory prayer. The National Anthem will bring the service to a close.

The Committees responsible for the work are:—

GENERAL COMMITTEE:—President and Treasurer: Rev. J. C. Knight Anstey; Joint Hon. Secretaries: Mr. A. Dransfield, and Mr. H. Glover; Members: Mrs. Anstey, Mrs. Kirk, Mrs. Makeham, Rev. Edgar C. Dewstoe (Chairman, South China District), Mr. S. Hainer, Mr. J. C. Joughin, M.B.E., M.I.N.A., R.C.N.C., Mr. A. Kirk, Mr. F. Ling, Mr. A. J. May, B.A., B.L.S., Engr. Capt. Michell, R.N.

BUILDING COMMITTEE:—Rev. J. C. Knight Anstey (Chairman), Messrs. A. E. Clark, D. Dransfield, S. Hainer, F. J. Ling, A. J. May, C. Sara, A. Kirk (Convener).

STONE LAYING COMMITTEE:—Rev. J. C. Knight Anstey (Chairman), Messrs. D. Dransfield, W. H. Edmonds, J. H. Gelling, J. C. Joughin, A. J. May, H. Glover (Convener).

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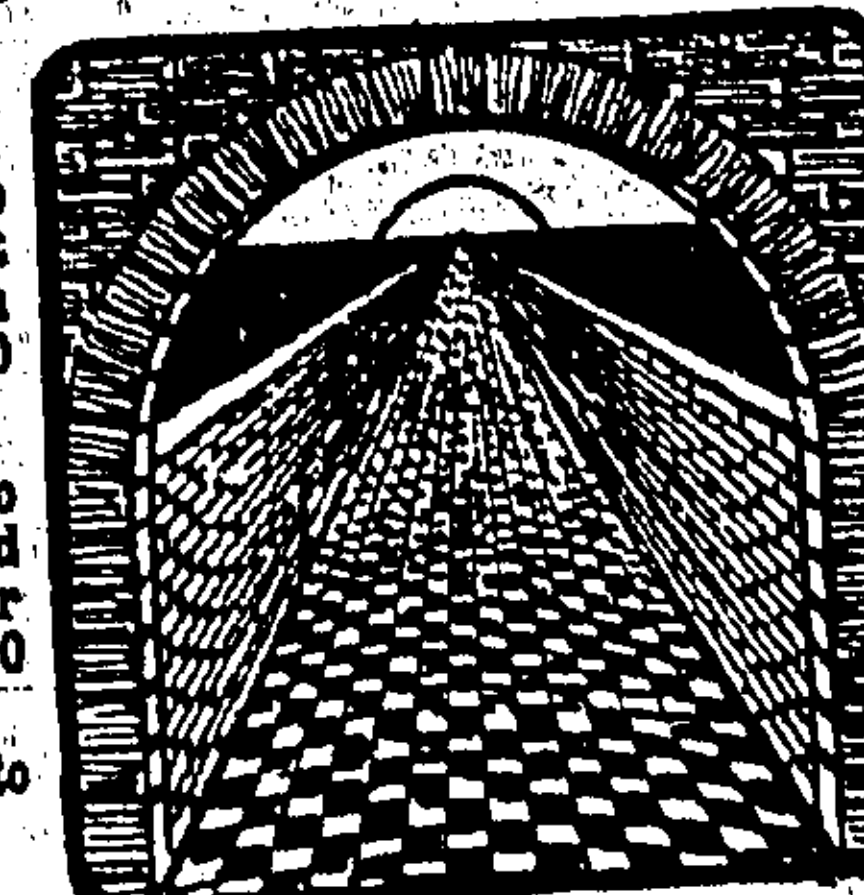
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AT THE CINEMA.

"WHAT PRICE GLORY."

AMERICAN WAR FILM AT THE QUEEN'S.

WAR WITH THE GLAMOUR OFF.

[BY OUR FILM CRITIC.]

"What Price Glory" is an astonishing film. It is for the most part excellently staged, acted and photographed. There was plenty of laughter at the Queen's last night, but it was laughter with a jarring note. "What Price Glory" asks the film, and proceeds to strip the romance and glamour from war. Magnificent peace propaganda it may be, but it cannot but be somewhat distasteful to those who have lost dear ones in the Great War.

Captain Flagg, big, brutal, bullying drunkard and in fact almost everything except a physical coward that a villain can be, is the hero. The heroine is a lovely French village girl, who is certainly no better than she should be to use an old phrase. Then there is Sergeant Quirt, whom you may choose as hero if you wish; he is a merry fountained soul with a taste for card sharpening.

There is the artist boy, a young recruit sensitive and obviously destined for the bullet which finds him in the first engagement. His "What Price Glory" he is only a tragedy, a pitiful small tragedy, almost a mockery.

What can one think of such a film? It is memorable, unusual, heartrending, and in its own curious way amusing. That the humour is of a coarse order is in keeping with the whole; so is the love, the drama, and the tragedy. No mother who sees "What Price Glory" could want to see her son a soldier, and we think that the mothers of soldiers will feel not unjustly, that a slur has been cast on their sons. War is terrible, regrettable, certainly, but are we to believe that war, as the Americans waged it, was as celestial as this?

WORLD'S TRAIN RECORD.

LONDON TO CARLISLE IN 5 HOURS 38 MINS.

London, Nov. 1st.

The driver, William Ward of Crewe, has created a world's train record, driving the Royal Scot Express from London to Carlisle, a distance of 300 miles, in 5 hours 38 mins. without an assistant driver. The journey is the longest non-stop in the world. The weight of the train was 544 tons.

TRADE REVIVAL.

TO-MORROW'S CONFERENCE.

REPRESENTATIVES OF EUROPEAN AND CHINESE CHAMBERS OF COMMERCE.

The correspondence, initiated by the Chinese Chamber of Commerce upon the subject of the possibilities of improving trade in Hong Kong, has resulted in a conference being arranged between representatives of the European and Chinese Chambers.

The conference will take place to-morrow (Thursday). The Hon. Mr. D. G. M. Bernard, the Hon. Mr. J. Owen Hughes and Mr. N. S. Brown will represent the European Chamber of Commerce and Messrs. Li Yau Tsun, Ho Sai Lu, Ho Kwong, Lee Kwang Chung and Sum Pak Ming, the Chinese Chamber.

SAIGON RICE MARKET.

VERY FIRM.

The Compagnie de Commerce & de Navigation D'Extrême-Orient, in their report dated Saigon, November 16th, state:—

Our market has been very firm during the last fortnight owing to exporters covering sales, and to the very small supply of paddy coming on the market.

Prices have advanced considerably since our last report. Prospects concerning the new crop are still favourable.

The total amount of rice exported from January 1st to October 28th, 1927, is 1,248,467,227 tons against 1,206,377,967 tons in 1926.

We quote to-day White Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$6.35 per picul of 134 lbs. f.o.b. Saigon; 10s. 10d. per cwt. f.o.b. Saigon; Yen 7.50 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$5.35 per picul of 134 lbs. f.o.b. Saigon; 10s. 1d. per cwt. f.o.b. Saigon; Yen 6.50 per picul of 134 lbs. f.o.b. Saigon.

For November/December shipment.

THE MILITARY SALUTE.

125TH BIRTHDAY.

The military salute has celebrated its 125th birthday. The order which abolished hat-lifting among soldiers was given to the military school by Friedrich Wilhelm III. in 1802, and decreed that a soldier on foot should lift his left hand horizontally to his eye on meeting a superior officer, while the soldier on horseback should salute with his right hand. The soldier on entering a house was still expected to take off his hat; it was not until much later that the modern military salute developed.

A VIRTUAL PRISONER.**REPORTS CONCERNING WANG CHING WEI.****LITTLE CREDENCE GIVEN TO THEM.****PROPAGANDA AGENTS BUSY.****[FROM OUR CHINESE CORRESPONDENT.]**

Friends of Mr. Wang Ching Wei in South China give no credence to the Shanghai report that he is now practically a prisoner and is being secretly watched by supporters of the Nanking Special Committee to which he has expressed opposition. On the other hand, it is said that Mr. Sun Fo, son of late Dr. Sun Yat Sen, has wired congratulations to General Chang Fat Fui in Canton on his recent success in effecting a coup d'etat against the Kwangsi group. There are many conflicting reports, and in view of the propaganda activities on both sides, they must be accepted with reserve.

Corps Commanders Wong Kie Cheung and Li Fuk Lam and Division Commander Sit Ngok have now jointly reported to the Political Council in Canton upon their recent action in overthrowing General Wong Shiu Hing, whom they accuse of having attempted to wreck the Kuomintang Party and of opposing the Kwangtung forces returning from Hankow. As expected, the Political Council have accepted the explanation of the commanders, although the action was taken without previous instruction from the Council which is supposed to be the highest authority in the Province.

Mrs. Liao Chung Hoi, recently appointed Supervisor of the Central Bank of China, in Canton, had the misfortune to enter upon office about the same time as the coup was effected which overthrew the power of the Kwangsi group in Canton. The present depreciation of the notes of this Bank has been attributed to her participation in the affairs of the institution but, according to many, this is unreasonable. Depreciation has been caused by the over-issue of notes for the payment of unemployed strikers and for the temporary readjustment of Canton political affairs due to recent changes in military administration.

The strike of the night soil coolies, who are demanding an increase in wages, is still unsettled. Unless the dispute is arranged very soon the situation in the city will be serious.

SHARPSHOOTERS.**PROPOSED POLICE RESERVES COMPANY.****FAIR NUMBER OF APPLICATIONS.**

In a statement regarding the proposed formation of a Sharpshooters' Company of the Hong Kong Police Reserves, Commander G. B. Hartford, Deputy Superintendent of Police (Reserves) and Adjutant, said that he had received a satisfactory response since the publication of the announcement, and applications had already come in from several residents who were expert shots.

The Sharpshooters' Company will be conducted on the same lines as the one in Shanghai, where it is very successful. The idea of the scheme is to get together all of those who are expert shots with the rifle. No other qualifications are necessary, and it is emphasized that there will be no drills and no parades, or at least very few.

The Company which will be international in character will be provided with uniforms. The majority of applications received up to the present have been from retired naval and military men and others who have served in various Volunteer forces.

There is interest in the formation of this Company are requested to communicate with Commander Hartford at the Central Police Station, when full particulars will be given.

LI TSAI HSIN DECEIVED.**HIS STATEMENT IN SHANGHAI.****CHANG FAT FUI EXPECTED TO GO WITH HIM.****WANG CHING WEI'S DECLARATION.****[THROUGH REUTER'S AGENCY.]**

SHANGHAI, Nov. 22nd.

It is increasingly evident that the "turnover" in Canton, under conditions strongly favouring of treachery, is shaking the Kuomintang to its foundations just when unification appeared probable.

General Li Tsai Hsin very bitterly states that he agreed to go to Shanghai with Wang Ching Wei on condition that General Chang Fat Fui accompanied them. The party proceeded to Hong Kong where Chang conveniently missed the *Empress of Asia* and retraced his steps to Canton, where he carried out his coup d'etat and took over control, completely ousting him (General Li) and thus greatly strengthening Wang Ching Wei's position.

The important Kwangsi Generals Li Tsung Jen and Pei Tsung Hsi are distrustful of Wang Ching Wei's complicity in the coup d'etat, which has severely shaken confidence in Nanking members of the Kuomintang.

Wang Ching Wei is reported to have threatened to declare the independence of Kwangtung unless the Kuomintang conference, which is possibly meeting on November 24th, accepts his dictation.

General Chiang's Dilemma.

Chiang Kai Shek's position is very difficult, for it is understood that he has agreed to accept a position on the Nanking Kuomintang Committee, while his sympathies lie with Wang Ching Wei and the Soong family.

NANKING AND THE CANTON "COUP."**(Wah Tsz Yat Pao.)**

SHANGHAI, Nov. 22nd.

At a meeting of the Nanking City Kuomintang Party, resolutions were passed supporting the "Special Commission" of the Nanking Central Government and to request the Central Government to issue an order to subjugate the "counter-revolutionary uprising" in Canton. They denounced General's Chang Fat Fui and Wong Kie Cheung as being identified with Communism.

MEETING TO ADJUST DIFFERENCES.**(Wah Tsz Yat Pao.)**

SHANGHAI, Nov. 22nd.

It has been decided by General Li Tsai Hsin and Tan Yen Kai, Mr. Wang Ching Wei and Marshal Chiang Kai Shek that a meeting should be called on the 24th inst. with a view to settling outstanding differences before calling the preliminary meeting of the 4th Kuomintang Conference.

It is suggested that General Li Tsai Hsin's clique in Kwangtung will not raise a counter-attack in Canton in the near future, both sides hoping that their differences will be satisfactorily settled at the meeting on the 24th inst.

RETURNING TO HONG KONG.**PASSENGERS ON THE "KASEGAR."**

The P. & O. s.s. *Kashgar* is due here on Friday. Among the passengers are Miss Baldwin, Mr. R. G. Banks, Mr. W. G. Cooper, Mrs. M. Ede, Mr. J. C. Fletcher (of Queen's College staff), Mr. and Mrs. Gillespie, and Miss and Master Gillespie, Mr. W. H. Goff, Mrs. R. Hall, Mrs. C. C. Kinloch, Mr. and Mrs. C. W. Kennaway, Mr. A. Laughton, Mr. and Mrs. V. W. MacAndrews, Mr. G. F. Nightingale (Headmaster of the Central British School, Kowloon) and Mrs. Nightingale, Mr. W. Niblock, Mr. W. R. Scott, Mr. W. G. Taylor, Mr. and Mrs. J. Watson and Mr. F. Young.

THE NEW REGIME.**POLICE COMMISSIONER'S POLICY.****NO MORE COMPULSORY LEVIES.****NO RETURN OF "REDS" TO POWER.****[FROM OUR CHINESE CORRESPONDENT.]**

General Cha Fai Yat, Commissioner of Military Affairs and concurrently Chief of Police in Canton, has addressed a long statement to the merchants of the City. He has assured the merchants that there will be no more compulsory levy on the people in the forms of loans; that there will be no return of "Reds" to power; and that the "Red" suspects, in custody since April 15th last, will not be freed as rumoured without first having their cases investigated. As evidence, that the present regime will curtail the actions of the extremists he points to the raids which have been carried out on suspected gatherings and to the paying off and disbanding of the unemployed connected with the general strike and boycott.

FINANCE.

The Central Bank of China in Canton has stated that it has more than \$10,000,000 in specie on hand to redeem all its notes. As a result of the recent conference between the Canton Authorities and the General Chamber of Commerce representatives held for the purpose of devising means for rehabilitating the Central Bank of China, notes, small shops will be ordered to accept all notes in dollar denominations at their full value. The Bank will open exchange shops in popular places to redeem all dollar notes, and the Police will be authorized to arrest all persons discounting banknotes. In Canton the notes are not welcomed, and are accepted only at a discount of 30 per cent. or more.

Canton Financial Authorities are calling on those firms, which have not yet paid their share of the \$10,000,000 loan, to do so at once. Small shops with less than \$100 capital will be exempted from contributing towards the loan.

MILITARY MOVEMENTS.

Kwangsi troops to the number of more than 3,000 are now concentrating at Shaping in the Hekshan District and at Kaukong. Other Kwangsi troops, however, have been returning to their own province by way of Wuchow and many have gone from Shuihing since November 19th.

Practically full service has been resumed on the leading railway lines going out from Canton. Kwangsi troops were cleared off the Canton-Sumshui and the Canton-Hankow (Kwangtung Section) territory last Monday. The Kwangsi troops at Shuihwan, the northern terminus of the Kwangtung Section of the Canton-Hankow Railway, have surrendered to the Kwangtung forces, according to reports officially received at Canton. The Kwangsi troops left Shuihwan did not number many, however, as most of them had departed for their home province on hearing that their fellow provincials in Canton City had been disarmed last Thursday.

Canton Military Authorities are ordering each district police station in Canton City to draft 30 coolies, for military transport, indicating that Kwangtung troops are to have shortly for active service somewhere.

Workers in the Kwangtung Arsenal at Shektseng, near Canton, are demanding a new scale of wages and payment daily for their work. They have suspended work since last Thursday, when the two directors of the Arsenal associated with the Li Tsai Hsin and Wong Shiu Hung regime, were dismissed.

POLITICS.

In view of the failure to reach a settlement as to the place of meeting for the fourth conference of the Kuomintang Central Executive Committee, Mr. Wang Ching Wei, wiring from Shanghai, has given instructions to open a temporary office of the Committee in Canton. A mass meeting of workers, students, merchants, and farmers will be held in the City Kuomintang Club (Wednesday) afternoon, under the auspices of the City Kuomintang Executive Committee, to pass a series of resolutions in support of Mr. Wang Ching Wei and his following in the new regime in South.

(Continued on next Column.)**ALLEGED BRIBERY.****A SEIZURE OF OPIUM.****INDIAN POLICE SAID TO HAVE BEEN OFFERED \$100.**

At the Criminal Sessions, before Mr. Justice J. R. Wood, yesterday a driver of a motor car was charged with offering a bribe of \$100 to three Indian policemen, who had seized 300 taels of raw opium, valued at over \$1,000 motor in his car at the village of Un Long, New Territories, on September 22nd.

Mr. H. K. Holmes conducted the case for the Crown, and Mr. Hing Shing Lo appeared for the defence. The prisoner pleaded "not guilty."

The jury comprises: Messrs. A. Brostedt (foreman), H. Landolt, W. J. Brown, H. J. Talbot, C. E. Tavares, A. M. Tavares and Tai Kin Ying.

Mr. Holmes stated that an Indian sergeant and two constables, who had received certain information, awaited the arrival of a motor car at Un Long village. About 8 a.m. the prisoner drove up with a man sitting with him on the front seat. The passenger got out of the car and walked away. He was allowed to go as he was not carrying anything. In the front part of the car the constables found a basket, and asked the driver to whom it belonged. According to one witness the driver replied "I do not know," and according to another witness the driver said "It belongs to the friend who was in the car with me."

The sergeant examined the basket and found five parcels of opium inside. The prisoner said "It is Chinese medicine, cheap stuff, costs about \$1 a catty." He then went on to say "Government will give you nothing. I will give you \$100." No money was produced, continued Mr. Holmes, and when the offer had been refused the policemen got into the car and ordered the prisoner to drive to Au Tau Police Station.

"When about a quarter of a mile from the station the prisoner stopped the car and re-opened the question of the bribe. He told the constables that they were foolish, saying that Chinese detectives would let opium and pistols go through. Why, he wanted to know, should they not take the bribe? He added, 'If you are afraid, take one parcel and let me have the other four.' The Indians again refused, and the party proceeded to the station."

Continuing, Mr. Holmes said that when the prisoner was charged he said, "I never said that I was going to offer the policemen a bribe of \$100. When the Indian policeman found the raw opium somewhere in the car he asked what it was. I said I did not know. He then told me that it was opium and asked me how much it was worth. I said 'only about \$100.' He took that as an offer of \$100 bribe."

The whole of the day was taken up in the giving of police evidence, which bore out the opening of Mr. Holmes. Mr. Hing Shing Lo cross-examined at length, and the case was ultimately adjourned until this morning. There are still several witnesses to be called for the Crown, and several for the defence.

Mrs. Liao Chung Hoi, a member of the Kuomintang Central Executive Committee, left Hong Kong by the s.s. *President Lincoln* for Shanghai yesterday, in order to attend the wedding of General Chiang Kai Shek and Miss Mayling Soong. The wedding has been fixed for December 1st.

Manufacturers of palm-leaf fans for export at Sunwei are threatening to shut down unless the local authorities and tax collectors reduce their imposts on the trade. When this trade runs smoothly, several million dollars worth of fans for export to America and other parts of the world pass through Kongmoon alone.

Pending the decision regarding jurisdiction over the Chinese. Post Office in Canton, an institution still supervised by the Peking Government, will not receive further deposits, although it will pay out as usual. The money order service is to be suspended for the time being, it is announced. No official reason is given.

The Chinese Seamen's Union in Canton have initiated the following among others to be their "high advisers": Mr. Chan Kung Poh, Commissioner of Civil Affairs in Canton, Mr. Yang Sai Am, formerly an official but now a resident of Hong Kong; General Chu Fai Yat, Commissioner of Canton Police; Mr. Hsieh Ying Pak, Commissioner of Labour in Canton; and Mr. Ip Lan Chuan.

HARBOURING A GIRL.**CHINESE CONSTABLE AND WIFE CHARGED.****VICTIM'S REMARKABLE STORY.**

A Shantung constable and his wife were charged at the Kowloon Magistracy before Mr. W. Schofield yesterday for harbouring a girl at Taikoktsui.

Mr. A. H. Williams, of the S.C.A., prosecuted, and Mr. Leo d'Almada appeared for the first defendant. Mr. C. G. Purdue, Assistant Superintendent of Police, was also present.

A remarkable story was told by the girl, who said that she was 16 years of age. Her parents died when she was about 4 years old and she had since been living with her sisters. She was attending school until she met the second defendant on March 2nd. She was asked by this woman whether she wanted employment, and replying that she could do embroidery work and would be glad of a job in that line, the woman said the matter could be arranged and promised to meet witness the following night.

The rendezvous was kept and witness was told to take all her belongings with her as work had been secured for her at Taikoktsui. The unsuspecting girl did so. Once inside the house at Taikoktsui, however, she was kept a prisoner. On July 1st, the man accused appeared on the scene. He went there about 9 p.m. in his uniform and left after taking a good look at the witness. He returned the next morning and had breakfast in the house and it was then that the witness discovered that the constable was the husband of the woman defendant.

Continuing, witness said the woman defendant always refused to allow her to go out. She was virtually a prisoner for four months, until the constable fought with his wife. While the husband and wife were quarrelling, she was told by the husband to leave the house. She did so, and once in the street, she ran for dear life. This, however, attracted the attention of a European sergeant who, suspecting something wrong, gave chase. She was eventually caught and as she was not able to make the sergeant understand, she was again taken back to the house where she had been a prisoner. In spite of her entreaties the European sergeant, thinking that the woman accused was her lawful guardian, handed her over and told her not to run away again.

From that day witness was kept under strict surveillance and overtures were made to her to marry the constable. This she refused to do. A few days later another quarrel broke out between husband and wife which led to a fight. The wife was getting the worst of it and ran away from the house. Seizing this opportunity, witness also made a bid for liberty. She was successful in this attempt, and arrived at the house of a former school-mate. Her sisters were sent for and they took her to the Police Station, where she made her complaint.

The case was adjourned until Tuesday afternoon.

SPEEDING IN BONHAM ROAD.**MOTOR CYCLIST FINED.**

When Mr. T. L. Loeh, a motor cyclist, appeared before Major C. Willson at the Central Magistracy yesterday on a summons for speeding in Bonham Road on November 10th, he admitted that he was driving at about 18 miles an hour, and submitted that this was not dangerous driving.

Traffic Sergeant Clark said that he followed the defendant from Park Road to the Police Quarters in Caine Road and estimated his speed at between 25 and 30 miles per hour. The defendant slowed down in taking corners and drove fast on the straight, maintaining an average of 28 miles an hour. Witness added that Mr. Pryde, of the P.W.D., was nearly run over by the defendant the previous day and only saved himself by jumping out of the way.

Mr. Loeh still contended that he was driving at 18 miles an hour. The Magistrate remarked that his statement made little difference, as the speed limit in that controlled area was 15 miles an hour. A fine of \$50 was imposed.

LANE, CRAWFORD'S**LADIES SALON.****ARE MAKING A SPECIAL SHOW OF—****EVENING FROCKS****TO-DAY.****MEZZANINE FLOOR—EXCHANGE BUILDING.**

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The best New DANCE Records

4461	THE GIRL FRIEND	...	Fox-Trot
	THE BLUE ROOM	...	WALTZ
4174	WHAT CAN I SAY	...	WALTZ
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4250	TRY AGAIN TO-MORROW	...	Fox-Trot
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NEW ADVERTISEMENTS.

HONG KONG ST. ANDREW'S SOCIETY.

THE ANNUAL CHURCH PARADE of the SCOTTISH COMPANY HONG KONG VOLUNTEER DEFENSE CORPS. will take place at Union Church, Kennedy Road, on SUNDAY, 27th NOVEMBER, at 10.30 A.M. It is hoped that Members of the Society with their Ladies will endeavour to attend.

[5557]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS 13017 dated Hong Kong, 7th SEPTEMBER, 1927, for the Shares of this Bank numbered 5510/561-9 in the Name of Mr. ARNOLD RUSSELL RIVETT has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 22nd DECEMBER, 1927, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 5/NS 13017 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 22nd November, 1927.

[5556]

NOTICE.

CHANGE OF NAME.

WE, the Undersigned, hitherto carrying on Business as Architects, Civil Engineers and Surveyors, under the Firm Name of ARNOLD RUSSELL RIVETT & Co. HEREBY NOTIFY that as from the 21st NOVEMBER, 1927, the said Business will be carried on under the Name and Style of HALL & HALL, Architects, Civil Engineers and Surveyors, at 34, QUEEN'S ROAD CENTRAL.

[5551]

NEW WESLEYAN SAILORS' & SOLDIERS' HOME, PRATA EAST.

STONE-LAYING CEREMONY: ON WEDNESDAY, NOV. 23rd, AT 3 P.M.

STONES TO BE LAID BY: His Excellency W. T. SOUTHOORN, Esq., C.M.G., His Excellency MAJOR-GENERAL C. C. LUARD, C.B., C.M.G., Commanders J. L. PEARSON, C.M.G.

A Cordial Invitation to attend is extended to all.

[5548]

MACAO RACE CLUB.

DRAFT Programmes and Entry Forms of the FIFTH EXTRA RACE MEETING to be held on SUNDAY, 11th DECEMBER, 1927, can be obtained upon application to the INTERNATIONAL RACE and RECREATION CLUB of MACAO, LTD., Hong Kong Jockey Club and Causeway Bay Stables, Hong Kong.

Entries will CLOSE on FRIDAY 25th NOVEMBER, 1927, at 3 P.M.

[5534]

LOST Between JARDINE'S CORNER and OFFICE PEAK TRAM, 19th INSTANT—STONE MARTEN 'CHOKER' PUB.—OWNER, 273, THE PEAK.

[5544]

WE Require FLAT and HOUSES in CENTRAL KOWLOON and above MAY ROAD LEVEL, Hong Kong. Will Landlords interested send particulars to SMALL INVESTORS TEL. C. 4630?

FLATS TO LET

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APPLY TO
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INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 26th NOVEMBER, 1927, commencing at 3 P.M. The First Bell will be rung at 1.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform. Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTAS & DAVIS at \$5.00 Each Up to FRIDAY, 25th NOVEMBER, 1927. The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. Bookmakers, Tipsters, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meetings.

[5542]

BIRTH.

SNEDDON.—At the French Hospital, on 21st inst., to Mr. and Mrs. R. J. J. SNEDDON, a daughter.

[5555]

DEATHS.

KELLY.—On November 18th, at the Shanghai General Hospital, Lily KELLY, aged 50 years.

KITTEL.—On November 19th, at the Catholic Hospital, Hankow, FREDERICK KITTEL, Chief Examiner, Chinese Maritime Customs, aged 43 years. Native of Arendal, Norway.

MILLER.—On Thursday, November 17th, at the General Hospital, Shanghai, ELIZABETH ELEANOR MILLER, widow of the late Capt. W. J. MILLER.

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, November 23rd, 1927.

WOMEN AND ENGLISH PUBLIC LIFE.

LADY IVEAGH's election to Parliament probably caused very little comment in the British Press. She is the seventh woman to be returned, and her success at the polls shows that women's participation in parliamentary life is making steady, if not very rapid, progress.

Although the changes may not be very apparent there is no doubt that what is generally termed women's emancipation, or the women's movement, is profoundly affecting England. Probably the remarkable achievements of Queen VICTORIA and FLORENCE NIGHTINGALE started the idea that many women might have as great an aptitude as men for public affairs.

Somewhat grudgingly they were first accorded a place in local government and soon proceeded to justify themselves on Boards of Guardians and Municipal Councils. The movement for the Parliamentary franchise was unquestionably handicapped by the fanatical hysteria of the "suffragettes," but the part played by British women in the Great War removed the final objections to granting the vote and repealing the sex disqualification for the House of Commons.

Lady Astor's election to Westminster excited world interest and so rapid was her success in the House that it has remained something of a mystery why she has not been given office under the Conservative Government. Perhaps a certain eccentricity of views on the subject of prohibition in England together with her inherent dislike of compromise decided the party leaders in favour of a less stormy colleague. Miss Margaret BONFIELD was the first Englishwoman to attain Ministerial office. Starting her remarkable career in domestic service Miss BONFIELD organised several women's trade unions and was for years one of the most moderate

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HONG KONG.

[50]

the useful members of the Labour Party. It was quite expected when Mr. RAMSAY MACDONALD formed his government that Miss BONFIELD would be given Cabinet rank, but actually she was appointed to the Parliamentary Secretaryship of the Ministry of Health. Following this precedent Mr. BALDWIN, on returning to office, gave the Duchesse of Atholl, who had had great experience in municipal and charitable work, the post of Under-Secretary to the Board of Education.

It has been claimed that the granting of the full rights of citizenship to women has led to an entirely new outlook on legislation in housing and social welfare. Whether or no these measures would in any case have gone forward just the same is a matter of opinion, but the fact remains that since the women's vote has had to be reckoned with successive governments have set to work with unprecedented vigour upon housing schemes, the improvement of education, health services and infant welfare. The big questions of adulteration of food and reprehensible practices as regards weights and measures in retail establishments have also received government attention.

Recent years have also marked the passing of the "sex war." The phrase is seldom heard now and H.M. the Queen and the Royal Princesses as well as the women Members of Parliament have all countered the allegation that femininity was inconsistent with public service and efficiency. Whatever the causes may be, England undoubtedly possesses healthier and better looking women and children than in the days when legislation affecting their welfare was exclusively in the hands of men.

HONG KONG VINDICATED.

A few days ago we published an article from a Nottingham paper describing the return home of the first detachment of reservists from China during the course of which an officer was quoted as having said that in Hong Kong the men were looked upon as necessary nuisances. The article appeared in more than one Home newspaper. Sir HENRY POLLOCK, who is on holiday, read it in the *London Morning Post* and, we are glad to say, took prompt steps to correct the unfavourable and unfair impression given of this Colony. The following letter and quotation which were published in the *Morning Post*, speak for themselves:

TROOPS FROM CHINA. CAMERONIAN RESERVISTS' HAPPY TIME.

Sir,—In your issue of Saturday, the above heading, an officer of the first Detachment of Reservists from China, the Cameronians, is reported to have said to a Press Representative: "In Hong Kong we were looked upon as necessary nuisances."

In justice to the residents of that Colony, of which I am the senior unofficial member, I enclose a cutting from the *Hong Kong Weekly Press*, which I should be glad if you would print in order to show your readers that Section "A" Reservists of the Cameronians have expressed the warmest appreciation of what was done for them during their stay in Hong Kong.

H. E. POLLOCK.

Grosvenor Hotel.

The following is an extract from the "Good Bye" message, signed by Section "A" Reservists, the Cameronians, and published in the *Hong Kong Weekly Press*: "Not one evening has passed without a concert or sing-song arranged by one party or another where a man could spend a really jolly time. We cannot show enough appreciation or thank you sufficiently for all that has been done; it is a thing that can never be forgotten, and will be spoken of in thousands of homes in Great Britain. Words cannot express our feelings towards you."

Sir Henry Pollock, who is on holiday in England, is due back in Hong Kong by the *Malva* on January 6th.

Silk forwarded from Hong Kong by the *Empress of Russia* on October 28th arrived in New York (St. John's Park) on November 18th having been 23 days in transit.

Another practice dance for St. Andrew's Ball, which is being held next Wednesday, took place at the City Hall last evening. There was a good attendance.

The total output of the Kailan Mining Administration's mines for the week ending November 5th amounted to 105,244 tons and the sales during the period to 99,636 tons.

The working girls of the Wah Young Knitting Factory, 432, Canton Road, Mongkok, have been on strike since last Monday. They complain of the discharge of two employees. Nearly 250 girls are concerned.

The Rev. G. W. Sheppard, secretary of the British and Foreign Bible Society, arrived from Shanghai by the *Empress of Canada* yesterday on a visit to the Society's sub-agencies in Hong Kong and Canton.

Mr. George E. Lerrigo, a secretary of the National Committee of the Y.M.C.A. in China, visited the Association at Toyshan recently and found conditions there as satisfactory as could be expected. Mr. and Mrs. Lerrigo will sail for Amoy in a day or two on a similar inspection trip.

A Chinese who stole 6 taels of gold and other jewellery valued at \$2,740.00 from a goldsmith in Canton where he was employed, was charged at the Central Magistrate yesterday afternoon before Major C. Wilson. Another Chinese and a woman were also charged with aiding and abetting him. The jewellery was pawned here and was recovered by the police. The case was set down for hearing next Monday afternoon.

A Chinese who fell from a motor bus while it was in motion at Nathan Road, was removed to the Kwong Wah Hospital. The man was badly bruised in addition to receiving internal injuries.

Captain J. M. Murphy, of 724, Nathan Road, has reported to the police that a thief entered his bedroom during the week-end by climbing up a bamboo scaffolding and removed a typewriter and a camera valued at \$75.

A cow tender employed at the Dairy Farm at Pokfulam was on Monday admitted to the Nethersole Hospital suffering from injuries to his head and chest. He was engaged in cleaning out a shed when he was attacked by a bull.

A fine of \$25, or three weeks' hard labour, was imposed by the Kowloon Magistrate yesterday on a Chinese youth for stealing a brass hose cap from the ferry boat *Solar Star*, which is undergoing repairs at the Kowloon Docks.

Nine months' imprisonment with hard labour was the sentence meted out to a Chinese by the Kowloon Magistrate yesterday when the man was charged with returning to the Colony before the expiration of a banishment order.

About a dozen detectives from the Central Police Station hurried in the direction of Causeway Road early yesterday afternoon in the hope of dealing with a gang of robbers. On arriving at the house from which the electric burglary alarm was sounded, it was found that an ignorant coolie had been responsible for the signal.

The body of a Chinese which was found hanging from a tree was sent to the public mortuary on Monday. It is believed to be a case of suicide. Another body of a Chinese was found in No. 5 railway tunnel at Tai Pokau on the Kowloon-Canton Railway in circumstances pointing to the man having been knocked down and killed by a train.

The forthcoming weddings are announced of Mr. Gerd Otto Broetje, assistant, Melchers & Co., Hong Kong, and residing at Long-sight Villa, Pokfulam, to Miss Clarita Maria Christiane Wilkins, en route to the Colony on the *Derfflinger*; and of Mr. Vinzenz Singer, engineer, residing at the Station Hotel, Kowloon, to Miss Elisabeth Schulz, secretary, residing at 22, Kiukiang Road, Shanghai.

A slight fire broke out yesterday afternoon at West Point, which the prompt arrival of Fire Brigade appliances prevented from spreading. It appears that some straw baskets at premises in Rose Lane, in Second Street, caught fire in a kitchen on the ground floor. One appliance from Kennedy Town, three from Central Station and one from Wanchai turned out. The alarm was given at 3.37, and the fire was effectively coped with in less than ten minutes.

Three cases of diphtheria, one British, one Portuguese and one Chinese, four cases of typhoid, one Norwegian imported and three Chinese, one case of paratyphoid fever, one Chinese case of cerebro-spinal fever, and one Chinese case of puerperal fever were reported to the Hong Kong authorities during the week-end November 19th. There was one death from diphtheria and one from typhoid. The cases of paratyphoid, cerebro-spinal fever, and puerperal fever also proved fatal. Two Chinese cases of typhoid fever were reported during the 24 hours ended November 21st.

Among passengers arriving by the R.M.S. *Empress of Canada* yesterday were Mr. A. R. Butcher, a Chicago merchant who is on a business trip to the East; Mr. H. W. Livingstone, manager of the Standard Oil Company of New York, at Foochow, and Mrs. Livingstone; Mr. H. J. Waller, Mr. C. H. Benson, of the American Express Co., Hong Kong, and Miss Dunbar. Among those leaving by this steamer for Manila to-day are Mr. L. Yates, Chairman of Furness (Far East) Ltd., on a business trip from Hong Kong to the Philippines; Major and Mrs. W. H. Anderson; Mr. Vincent Richards, the well-known tennis champion, and Mrs. Richards; and Mr. M. F. Fitzgerald, Yokohama, General Agent for Japan of the Canadian Pacific Steamships, Ltd., who is paying a visit to the Philippines.

POPPY DAY FUND.

DONATIONS FROM SWATOW AND WUCHOW.

The Hon. Treasurer of the Hong Kong and China Branch of the British Legion, writing in connection with the Poppy Day Fund, says:

Swatow. "We have received from Swatow HK\$608.18 and £2 sterling. The dollar amount has been remitted to London by D/D. for £282.10.2 making a total of £84.10.2. The drive was organised by A. M. Scott Morris.

Wuchow. "We have received a cheque for \$50 collected by Mrs. Coates by the sale of poppies in the Wuchow Customs Club and have remitted £3.3.2. "Both these efforts are particularly praiseworthy.

U.S.R.C. "We have received from the U.S.R.C. \$1,350 being the proceeds of the Fete held on November 10th. "The Ladies' Committee responsible comprised:—Mrs. Robinson, Mrs. Matthews, Mrs. Hunt, Mrs. Cook, Mrs. Hogg and Mrs. Charles. Captain Hawthorne and Captain Howard also worked for the Fete and ran the Coffee Stall. Captain Charles is honorary secretary of the Club."

PROPERTY SALE.

No. 11, ASHLEY ROAD, KOWLOON.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, by order of the mortgagee, sold No. 11, Ashley Road, Kowloon, a three-storied European dwelling-house, with an area of 1,925 feet, and an annual Crown rent of \$12.65.

The upset price was \$23,000, and with only one advance of \$500, Mr. Liang Ki Ho, of Happy Valley, became the purchaser.

FAN TAN AT JOCKEY CLUB STABLES.

TWENTY-TWO MAFOOS FINED.

As a result of a raid made by the Police on the Jockey Club stables at Causeway Bay, twenty-two Chinese mafios were arrested for playing fan tan. They were brought before Mr. R. E. Lindsell at the Central Magistracy yesterday morning.

The fan tan beads and other paraphernalia were produced in Court together with a sum of \$2.27 which was found on the table by the Police. The defendants all pleaded guilty to the charge, and twenty-one of them were fined \$3 each.

The other man was charged with keeping a gaming house. He admitted that he was conducting the game at the time, but said that he was not keeping a gambling den. All those who played were inmates, no outsiders were present. Mr. Lindsell imposed a fine \$10.

WEATHER REPORTS.

A message issued by the Manila Observatory at 8.20 a.m. yesterday stated:—Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant, moving N.W. or N.N.W.

WINDS FRESH AND FAIR.

Last night's weather report, issued from the Royal Observatory at 5 o'clock, stated:—

The anti-cyclone remains over China and a depression is situated to the north of Japan. The typhoon appears to be nearly stationary in Lat. 18deg. N., Long. 124deg. N. Fresh monsoon will prevail along the S.E. coast and over the North China Sea.

Local Forecast:—N.E. winds, fresh, fair.

ANOTHER OPIUM SEIZURE.

HEAVY FINE IMPOSED.

FINDERS OF OPIUM WILL BE REWARDED.

Hardly a day passes without some illicit opium being discovered by revenue officers. Another seizure of 95 tials of prepared opium was made on Monday at the Yau-mati Shelter by Revenue Officer Ward, and a sampan owner was charged with possession at the Kowloon Magistracy before Mr. W. Schofield yesterday.

It appeared that Revenue Officer Ward, who was in a motor boat inside the shelter, saw the defendant's sampan acting in a very suspicious manner. An order was made for it to stop, but this was disobeyed. Revenue Officer Ward then fired a shot from his revolver across the bow, and the defendant at once threw a bag overboard, and dived into the water himself, being followed by two of his foks.

He was arrested as he clambered on board another junk, but the two foks made good their escape.

The bag was hauled out of the water and was found to contain 95 tials of opium and a big piece of stone. The defendant, who was represented by Mr. D. McCallum, admitted possession of the bag, but said that it was dragged from the sea and that he had never looked at its contents. He did not know it contained opium. He only jumped into the water because he was scared by the revolver shot.

The defendant's story was not accepted and his Worship imposed a fine of \$5,000, or eight months' hard labour. Before rising the Magistrate said that he wished the public to know that opium found should be handed over to the Authorities, who would pay a reward to the finder.

FORGED BANK NOTES.

A SHANGHAI CASE.

CHINESE GETS SIX YEARS.

Wong Tuh Piau, who was charged with issuing forged banknotes of \$100 denomination on the Mercantile Bank of India, was sentenced to six years' imprisonment, before Judge Wan and Deputy Stevens, at the Special Provisional Court of Shanghai on November 17th. The prisoner was accused of the offence of presenting counterfeit notes by the Wing On Co., and the Sincere Co.

Mr. G. H. Wright, of the firm of Messrs. Hansons, appeared on behalf of Messrs. Jardine, Matheson. The accused was not represented. It will be remembered that, on November 1st, at about 4 p.m., the accused went to the shipping department of Messrs. Jardine and Matheson and booked his passage to Tsingtao, the ticket for which cost \$33. The accused offered a bank-note of \$100 denomination on the Mercantile Bank of India, and in exchange he was given the balance of \$67. He gave his name as stated, and his address as 9 North Honan Road.

Later in the day a shroff of the complainant found that the note was a counterfeit one. It appeared that the accused had scraped off the numerals "10" and put in their place "100."

Notice was immediately sent to men on various Jardine steamers in port to watch for the accused. The accused never called at the steamer he intended to travel. He went to another Jardine boat, the *a.s. Kungwo*, and practised the same trick by booking his passage to Kiukiang. He offered another forged \$100 note, and received the balance of \$73.—*Shanghai Mercury*.

XMAS MAILS.

FOR CANADA AND U.S.A.

The Xmas letter and parcel mail for Canada and the United States of America will be closed at the General Post Office as under:— Parcel Mail:—November 29th, 1 p.m. Registered Mail:—November 29th, 4.15 p.m. Ordinary Mail:—November 29th, 5 p.m.

These mails are due in Victoria, B.C. and Seattle on December 19th.

GENERAL LI LIEH CHUN PREDICTS DEFEAT FOR MARSHAL CHANG TSO LIN.

INCLUDES FENG YU HSIANG AMONG "MODEL" LEADERS.
HOPES THAT ALL WILL HELP TOWARDS THE "NATIONAL REVOLUTION."

NORTHERN GENERALS REPORTED TO BE AT VARIANCE.
REPORT THAT SUN CHUAN FANG WILL GO TO JAPAN.

"CHRISTIAN GENERAL" AT KIUKIANG: EXPECTED SHORTLY IN NANKING OR SHANGHAI.

The veteran Kuomintang leader, Li Lieh Chun, addressing a meeting celebrating the anniversary of the Nationalist Government, predicted that as the "militarist" plans of Tang Seng Chi had collapsed, so also would collapse the plans of Chang Tso Lin. Among others he referred to Feng Yu Hsiang and Yen Shih Shan as "model leaders."

It is reported in the native Press that Chang Tsung Chang and Sun Chuan Fang, powerful Northern leaders, are so much at variance that the latter is contemplating a trip to Japan.

Feng Yu Hsiang is reported to have arrived at Kiukiang, and it is believed that he will shortly proceed either to Nanking or Shanghai.

NORTHERN GENERALS AT VARIANCE.

(Wah Tsai Yat Pao.)

SHANGHAI, Nov. 22nd.
According to another report, General Chang Tsung Chang is at variance with General Sun Chuan Fang. The latter is reported to have fled to Taingtao from whence he will proceed to Japan.

A foreign report says that a wireless message from Kiukiang states that on the 20th inst. Marshal Feng Yu Hsiang arrived at Kiukiang in a Japanese steamer. He will proceed to Nanking or Shanghai shortly. The report has not yet been confirmed.

GENERAL LI'S VIEWS.

(Wah Tsai Yat Pao.)

General Li Lieh Chun delivered a lengthy speech at the celebration meeting of the anniversary of the Nationalist Government. He said that General Tang Seng Chi's militarist plans had collapsed, while Marshal Chang Tso Lin, "the well-known tyrannical militarist leader" was on the point of complete failure. He considered that the model leaders including Yen Shih Shan, Feng Yu Hsiang, Ho Ying Chien, Chiang Chien, Li Chung Jen, Bei Chung Hsi and Chu Pei Teh, would never become "militarist" and therefore he hoped that they would co-operate to the end in order to carry out the national revolution.

General Chiang Chien who is now directing affairs at Hankow, will personally lead his army towards Hunan. Two divisions have already moved to the Hunan border.

H.M.S. "VINDICTIVE" RETURNS TO SHANGHAI.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Nov. 22nd.
H.M.S. Vindictive returned yesterday evening.

ROW IN THE BALKANS. APPEAL TO THE GREAT POWERS.

(THROUGH REUTER'S AGENCY.)

SOFIA, Nov. 21st.
The police charged with drawn sabres, and a number of students were injured, following demonstrations against the alleged ill-treatment of Bulgarian minorities in Yugoslavia and Rumania.

Speakers appealed to the Great Powers to intervene and protect the Bulgars.

BRITAIN'S POLICY IN CHINA.

UNDERLYING PRINCIPLES.
AN UNPOPULAR STATEMENT.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 21st.
At a China Association dinner in London, Lord Southborough declared that until Chinese Nationalism could furnish some evidence of constructive capacity, the safeguards under which British trade has hitherto been conducted should not be further weakened.

The dissolution of the British concession at Hankow had been most harmful to British interests there and in the Yangtze valley. The safeguards represented by the concessions should be temporarily maintained, and the negotiations for a radical change in the nature of the British concession at Tientsin should not be continued. (Cheers.)

Unpopular Statement.
Referring to the Hankow agreement, Lord Peel, amid cries of dissent, said he hoped that when China began to settle down it might be recognized that it was the British Government which took the important step of trying to deal with Chinese nationalism to the best of its lights. Until a stable government were established, the Government would not depart from their policy of neutrality.

Underlying Principles.
Mr. Hilton Young was loudly cheered when he laid down as the three underlying principles of Britain's Chinese policy: first, that the interests of Britain and China, in the development of international trade, were identical; second, that it was of the profoundest interest to Britain that the British Government should assert itself and maintain in China conditions possible for trade to British merchants and bankers; third, that it was useless in the present conditions to seek to bargain with chaos.

THE DISARMAMENT PRELIMINARIES. SECURITY COMMISSION TO BE APPOINTED.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 21st.
Lord Cusheendun, formerly Mr. Ronald McNeill, who succeeded Lord Cecil as Chancellor of the Duchy of Lancaster, will represent the Government for the first time at the Geneva preliminary disarmament conference on November 30th.

The principal business will be the appointment and fixing of a date for the meeting of the security commission, to work in conjunction with the disarmament commission. The latter will probably overlap the League Council meeting of December 5th, which Sir Austen Chamberlain will attend.

(BRITISH WIRELESS SERVICE.)

Soviet Delegation.
RUGBY, Nov. 21st.
Lord Cusheendun, who took Viscount Cecil's place in the Cabinet, will leave London next Monday to represent Great Britain on the preparatory disarmament commission at Geneva, which meets on November 30th.

THE TRANS-JORDANIA ADMINISTRATION

FORMAL RECOGNITION BY
BRITAIN.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
In the House of Commons to-day, Captain W. Ormsby-Gore, the Under Secretary for the Colonies, stated that a treaty would shortly be concluded by which the autonomous Government in Trans-Jordania would be formally recognized. The administration would still be carried on under the terms of the Palestine mandate, as modified by the League of Nations memorandum.

U.S. COAL STRIKERS.

SHOT BY THE POLICE.
SEQUEL TO WARNINGS
IGNORED.

(REUTER'S AMERICAN SERVICE.)

DENVER, Nov. 22nd.
Disregarding a warning by the Mountain Fuel Company, who work the Columbine coal mine, where a strike has been proceeding for months, hundreds of strikers engaged in a demonstration on the property.

The police warned them to depart, upon the police fired, killing three but the order was ignored, where persons and seriously wounding 20 others, the latter including a woman dressed like a man.

The Governor has declared martial law in the disaffected areas.

LATER.
Two More Deaths: Eight Police-
men Seriously Injured.

Two more miners, wounded in yesterday's affray, have died. Eight policemen were seriously injured in the battle before the police, who only numbered 25, fired a point-blank volley.

(REUTER'S AMERICAN SERVICE.)

AN Appeal To President Coolidge.

WASHINGTON, Nov. 22nd.
Mr. Green, President of the Labour Federation, headed a deputation to President Coolidge and requested the convocation of a conference of miners and mine-owners to settle the strike in Pennsylvania, West Virginia and Ohio.

The President replied that there was little use in calling a conference unless the mineowners joined in the request.

WATERSIDE STRIKE IN AUSTRALIA.

SHIPPING HELD UP.

OVERTIME DISPUTE.

(THROUGH REUTER'S AGENCY.)

MELBOURNE, Nov. 21st.
After a decision by the Waterside Workers' Federation to strike against overtime, work ceased on the Melbourne wharves at 5 o'clock yesterday evening.

The overseas vessels affected include the P. and O. a.s. Mooltan, due to sail for London at noon. She will be held up for several hours.

The steamship owners have issued a statement that the waterside workers are violating the award of the Industrial Arbitration Court, and it is impossible for the owners to carry on satisfactorily under the present "intolerable" conditions.

The waterside workers declare that the strike is the result of the conditions laid down by Judge Beesby in connection with the hearing of the Federation's case in the arbitration court. The workers have declared the inter-State steamer Kaharika "black" because a cargo of zinc she brought from Hobart for trans-shipment to England, was loaded by the zinc company's employees. The owners have decided to lay up the Kaharika indefinitely.

SOLOMON ISLANDS EXPEDITION.

QUESTIONS IN THE
COMMONS.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 21st.
Questioned in Parliament respecting the punitive expedition to the Solomon Islands to avenge the recent murder of the District Commissioner, Mr. Bell, a cadet named Liffes, and fifteen native policemen, Captain W. Ormsby-Gore said a special force of constabulary had been sent to the neighbourhood of the outrage for the purpose of restoring order, and effecting the arrest of the perpetrators.

POLITICAL CRISIS IN BELGIUM.

REORGANISATION OF THE
ARMY.
LINE OF MACHINE-GUNS FOR
FRONTIER.

(THROUGH REUTER'S AGENCY.)

BRUSSELS, Nov. 22nd.
The Cabinet has resigned owing to differences of opinion regarding the reduction of the period of military service.

The resignation of the Cabinet was due to failure to agree on a proposal by the Comte de Broqueville, the Minister of Defence, to submit the question of the re-organisation of the army, especially the reduction of the period of military service, to a commission.

Meanwhile, according to the newspaper *Soir*, the frontiers commission has decided in favour of the construction of a long line of concrete machine-gun shelters from Liège to Neerharen, and the reconstruction of the forts of the Meuse. The works will begin in January, and the Chamber will be asked to vote a credit of 10,000,000 francs for the purpose.

ITALY AND YUGO-SLAV "PROVOCATION."

DEMONSTRATIONS AGAINST
RECENT TREATY.

(THROUGH REUTER'S AGENCY.)

ROME, Nov. 21st.
Processions, speeches, and patriotic songs, were features of the demonstrations in various provincial cities against so-called Yugo-Slav provocation. This follows the Franco-Yugoslav treaty of a few days ago.

[A message of November 10th stated: After negotiations, dating back to March, 1926, a Franco-Slav Treaty of Friendship is expected to be signed in Paris to-day. It is reported from Rome that strong feeling has been aroused in Italy with reference to the Treaty, as being regarded as unfriendly to Italy, antagonistic to the League of Nations, and calculated to make trouble in the Balkans where France is now bound to Roumania and Yugo-Slavia, while the Treaty is expected to draw Italy closer to Hungary and Bulgaria.]

HOUSE OF LORDS REFORM.

STILL UNDER CONSIDERATION.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
The Premier was asked in the House of Commons whether it was the intention of the Government to present a Bill in the next session for the reform of the House of Lords.

Mr. Baldwin said he was not at present in a position to make any statement on the subject.

Asked further whether the matter was under consideration or whether no action would be taken, Mr. Baldwin said it was obviously under consideration.

THE BRITISH ARMY IN INDIA.

LABOUR MEMBER'S QUERIES.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 21st.
In the House of Commons, Mr. T. Griffiths (Labour) asked whether it was contemplated that part of the British army should be permanently based in India, for use at any time in India, or in the Far East, to augment the Singapore naval base.

He drew attention to the resolution in the Indian Legislative Assembly in March, 1921, on the Escher report, and accepted by the Government of India, that they alone should be responsible for the administration of the army in India.

Earl Winterston replied that no such proposal as indicated in the first part of the question was being considered; and added that he was not aware of any resolution passed by the Indian Assembly in the terms quoted.

DUCLOS AND MARTY.

APPEAL COURT'S DECISION.
"RED" EX-DEPUTIES.

(THROUGH REUTER'S AGENCY.)

PARIS, Nov. 22nd.
The Appeal Court has commuted the sentences of Duclos and Marty to 2 years and 3 years, respectively.

SIR ALAN COBHAM'S VENTURE.

AT MARSEILLES.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
Sir Alan Cobham, who is flying to Africa to make an aerial survey of the continent, left the French naval base at Hourtin, near Bordeaux, this morning, and reached Marseilles this afternoon.

He effected a perfect landing in the middle of the harbour. He will probably leave to-morrow morning to cross the Mediterranean, and is expected to make a stop at Ajaccio, in Corsica.

BRITISH IMPERIAL TRADE.

QUESTIONS IN THE
COMMONS.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
Replying in the House of Commons to questions as to what steps are being taken to increase the sale of British goods in the British Dominions, Captain Hacking the Under-Secretary for the Department of Overseas Trade, said trade commissioners had been appointed in all the Dominions, with the express object of facilitating, with the co-operation of the Department of Overseas Trade, the export of British goods to these territories. Specific cases were frequently reported where the work of the trade commissioners had contributed materially to securing important orders for British manufactures.

SOUTH AFRICAN OIL REFINERY.

WORK TO BE STARTED
IMMEDIATELY.

(THROUGH REUTER'S AGENCY.)

DURBAN, Nov. 21st.
It is stated that the new Durban Oil Refining Company will start operating with one of the biggest crude oil companies in the world with regard to supplies. A refinery costing £750,000, and six 2,000,000 gallon tanks, will be erected.

THE MARRIAGE OF EX-KAISER'S SISTER.

HONEYMOON IN PARIS.

(THROUGH REUTER'S AGENCY.)

COLOGNE, Nov. 21st.
The religious ceremony at the wedding of the ex-Kaiser's sister and Prince Zoubkoff was carried out at the palace of the Princess at Bonn, according to the rites of the Orthodox Church, by the Bishop of the Russian Church at Weisbaden. There were only a few guests. The honeymoon is to be spent in Paris.

THE FLIGHT TO INDIA.

ANOTHER REPORT.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 21st.
Reuter learns that Captain Moinkoff did not descend in Poland owing to engine trouble, but that the weather conditions rendered progress impossible.

KING FEISAL INTERESTED IN LAN- CASHIRE'S INDUSTRY.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
King Feisal of Irak left London to-day, to make a tour of industrial Lancashire, which will occupy two or three days.

S.S. "DITMARKOEL."

FEARED TOTAL LOSS.
VESSEL ON THE AMHERST
ROCK.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Nov. 22nd.
Heavy seas yesterday prevented the tug *Saney* and *Domitio* going alongside the steamer *Ditmarkoel*, which has gone ashore on Amherst Rock. She is a German vessel of just over 9,000 tons, carrying coal from Chinwangtao for the Kailan Mining Administration, and an earlier message reported that three holds were leaking.

It is now feared that she will be a total loss. Her crew were taken off this morning, and are on the way to Shanghai.

SOUTH AFRICA'S GREAT FUTURE.

BRITISH EMIGRATION
URGED.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 21st.
The majority of the delegates of the British Chambers of Commerce who have been meeting at Cape-town, representatives of commercial bodies of South Africa and other parts of the Empire, were back in England to-day.

The opinion was generally expressed that a great future lies before South Africa. Some of the delegates urged the importance of prompt emigration.

MILLIONS OF TOADS.

"WE ARE ALL SOBER MEN"

AN AMAZING STORY FROM
UNITED STATES.

"We all are sober men," said Ray C. Steele, United States district game warden, in Portland Oregon, recently, "but we doubted ourselves when it seemed that the road was moving out from under us, sideways."

"We were driving on The Dalles-California highway along the east shore of Upper Klamath lake, about 8.30 or 9 o'clock at night."

"Our attention was attracted by moving objects in the road. The road seemed to be covered with them. They looked like dead leaves being blown across the road."

"We stopped and got out. We stepped on them. They were toads. Little ones, thousands of them. Our car had been killing hundreds of them. There were lots of other cars on the road, doing the same thing. The toads were moving from the marshland to the higher ground. They were about the size of a dollar. The live ones were hopping right over the dead ones and continuing the migration."

"For seven or eight miles we drove through them. It was raining, and it reminded us of the stories people sometimes tell that it 'rains toads.'"

"We drove along that road again the next night and there was hardly a toad carcass to be seen. I don't know what happened to them. Maybe crows and magpies ate them. Maybe the rain washed them off the road. Maybe the traffic on the road had something to do with it. All we know is there were only a few left."

Stanley G. Jewett, leader in Oregon of predatory animal control for the United States biological survey, is one of the few persons who immediately believed the toad story.

"They're most likely Hammond's spadefoot toads," said Mr. Jewett. "I saw such a migration in that same locality four years ago, and another in the Collier valley of southern Harney county in August, 1912. In the Collier valley there were just acres of toads. I took some specimens and looked up the classification."

"The species is named for a man named Hammond who first distinguished them. They are called spadefoots because of a round, callous-like growth on the soles of their hind feet. The eggs are hatched in low ground and when the toads are grown they migrate to higher ground. After that they're seldom seen above the ground except when it rains."

Mr. Jewett likened the toads' migrations to those of the lemmings of Scandinavia, about which Carver Wells tells.

"When the migratory urge gets hold of animals subject to it, it takes more than streams of automobiles or an ocean to stop them," he said.—Oregonian.

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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, NOVEMBER 23rd, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Interesting Inventions—Cars to glide like Ships—Cars That Crawl—The Prospects of the British Car—
Motor Lighting Problem—Amazing Growth of Dunlop Co.—
Britain's Growing Exports—New Gadgets—Parking Baby.

WILLYS-KNIGHT.

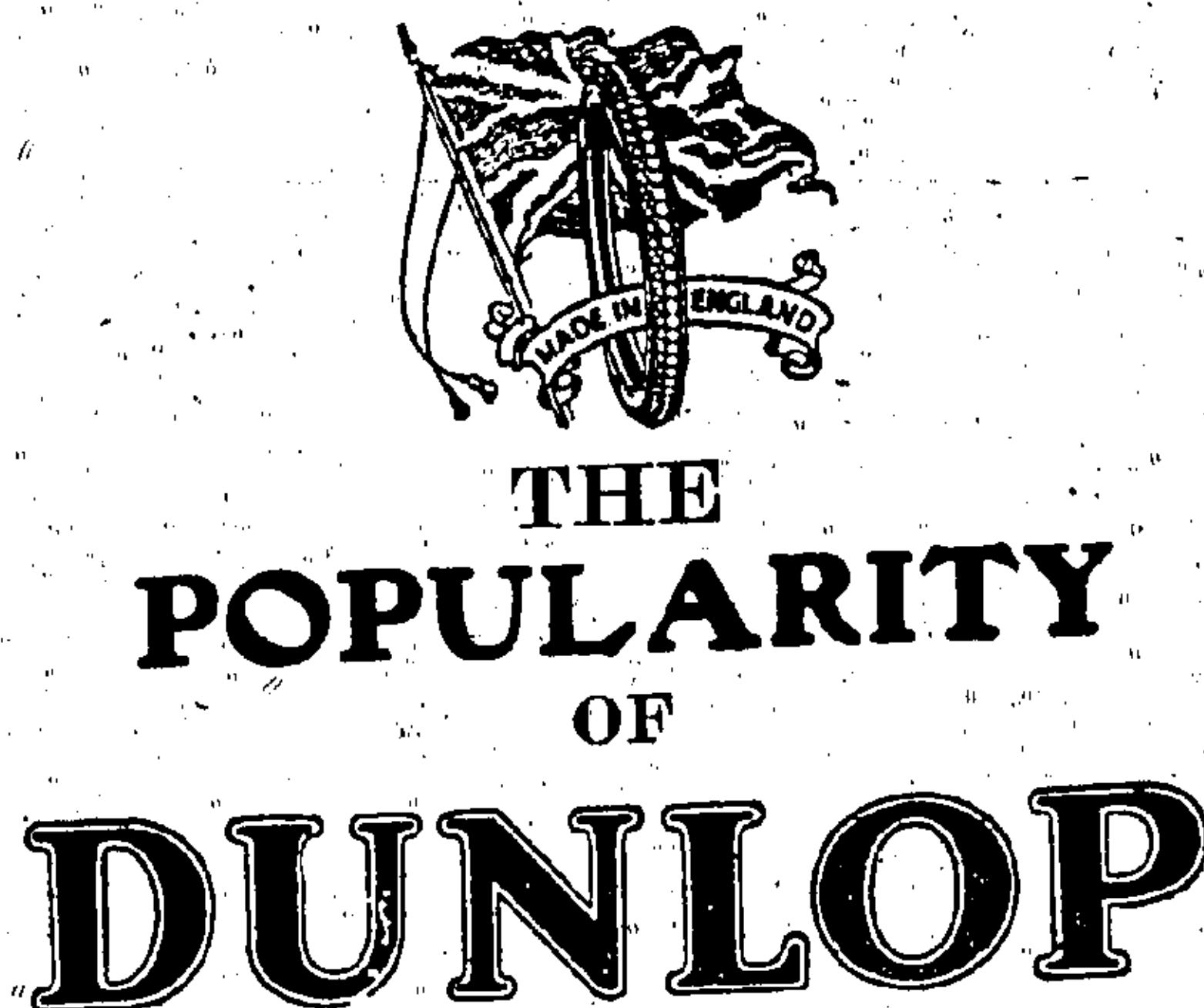
MODEL "70" 6 CYL. DOUBLE SLEEVE VALVE

TOURING CAR—G. \$1,600.

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An Owner writes: "My Willys Knight has gone 140,000 miles and has never given me a minute's trouble. This car has had very hard usage and every mile has been a hard one. At 135,000 miles I began to notice a 'see just how it was wearing inside, so I had the pan taken off... the sleeves were perfect as was every other part of the engine, which showed no wear at all."

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[A.P. 11]

PARKING BABY.

A STORY WHERE EVERY
MINUTE COUNTS.

9.50 p.m.

Three men in a big car pull up at the Royal Oak Hotel, Temple Fortune—near Golders Green—and vanish inside.

9.51 p.m.

A mother, babe in arms, passes the Royal Oak, and her thoughts turn to refreshment. But what about the babe? She sees the car, and an idea strikes her. She opens the door, parks the babe inside, and enters the hotel.

9.52 p.m.

The three men return to the car. Find the babe inside. Drive straight to the police station, tell their story, and deposit the child.

9.53 p.m.

The mother reappears. Finds car and babe gone. Faints.

11.55 p.m.

A mother, babe in arms, enters Golders Green Police Station, and, between her sobs, begins to tell how she has lost her babe. "Anything like this one?" asks the kindly official in charge, cutting short her story by producing the babe.

11.56 p.m.

Joy reigneth.

MOTOR NOTES.

HOW HE BEGAN.

"I began with nothing," W. R. Morris has stated. "I hadn't even a £5 note. But, although I was only seventeen, I felt that W. R. Morris would pay me a higher salary than anybody else. So I started to work for him." Born at Worcester not quite fifty years ago, Mr. Morris, after a scanty education, served an apprenticeship to the bicycle trade. He then set up in business as bicycle maker and repairer—and that was the genesis of the now world-known Morris motor-car firm, which to-day turns out nearly 2,000 motor-cars a week.

DAILY CAR TAX IN FRANCE.
Tourists in France this year are paying a tax of 10 frs. per day on their cars, which is payable in advance, calculated upon the proposed duration of the stay in that country. Extensions cost 80 centimes per h.p. per day.

HORSE THAT SITS IN TRAFFIC.

Crowds in Cheapside recently were greatly amused at the antics of a horse drawing a coal van. The policeman on traffic duty put his arm to stop the traffic, whereupon the horse sat down on his haunches in the roadway. As soon as the traffic was released the horse immediately rose, without assistance, and walked unconcernedly on. The horse is described by its owners, Messrs. Wallace Spiers and Co., as a very intelligent, hard-working animal. He makes a habit of "sitting down when held up."

A NEW AUSTIN.

A light six which should make a wide appeal in the Overseas market is about to be brought out by the Austin company. This Company is planning a programme for the ensuing season providing for an increase of about 100 per cent. in the output of cars as compared with that of the previous year. In other words, it has planned to turn out about 70,000 cars during the twelve months. The new car, which will be rated at 15.9 h.p., will have a wheel-track of 4ft. 8 ins. and a very adequate clearance.

THE NEW FORD.

The new Ford model is very different from the old "Silver." It is finished in cream and grey, low hung, with sweeping graceful lines with a flying goose design on the radiator cap. Ford monograms decorate the front and rear bumpers, and the cars are fitted with wire wheels and balloon tyres. A gear shift, instrument board and deep crown fenders are other features.

INTERNATIONAL MOTOR RACING.

The result of the R.A.C. Grand Prix leaves a bitter truth to be faced, for, of the three all-British cars which were down to start, one was put out of commission during practice and the remaining two made an inglorious exit within a few minutes of the rise of the curtain. International motor racing, it becomes increasingly obvious, is not a one-man game; either we must retire from the fray or we must endeavour to supply the racing resources which are at the disposal of all-powerful firms like Delage. We attach, says *The Light Car and Cyclecar*, a great deal of the responsibility for our failure to the attitude of those who have discouraged the sporting side of motoring, and particularly to the Government, which, by continuing to set its face against road racing, is placing us in a position which makes us the laughing stock of the world.

BETTER BRITISH CARS.

"I am prepared to prophesy that within two years there will be a number of British cars offering the much-vanished continental inventions," says the *Daily News* Motoring Correspondent.

"There have been attempts to belittle the British types of car, especially by contrasting them with the revolutionary innovations at the recent Paris show. Actually, British engineers know as much as the French about the front wheel drive, the axle-less chassis, independent steering and central lubrication, which were the chief features of the Paris show. We are also experimenting with steam cooled engines, rustless steel for bright parts and new body fabrics and finishes."

"The free wheel clutch is not new and has been tested on a 20,000-mile run by one British firm which has already adopted it."

INTERESTING INVENTIONS.

A MELODIOUS ALARM.

NEW ACCUMULATOR AND SHOCK ABSORBER.

It would be hard to estimate the vast sums which have been spent, in different parts of the world, in attempts to secure the greater comfort and safety of motorists. Less thought and money has been expended on the needs of pedestrians, but the new invention of the melodious horn would certainly be welcomed by others as well as motorists. A contemporary gives the driver's point of view.

In the open country there is nothing more pleasant than to glide along in perfect silence, but when travelling along a road where there is a narrow pavement and many pedestrians walking in the same direction one has frequently to sound the horn, or else take a risk of a pedestrian stepping suddenly in the road whilst overtaking others.

The horns we have to-day are all of the nerve-racking type, and their frequent use makes motoring unpleasant, and if used too sparingly one is in constant danger of running down some careless walker. The motorcycle is probably the most noisy vehicle on the road, consequently the horn has hardly ever to be sounded, although the speed of the bicycle is usually higher than the average car.

Now it is proposed that cars should be made noisy, after all the trouble the makers have taken to make them silent. It is suggested that we might have something less startling than the present horn, and more in the nature of a gentle and melodious warning that might be kept going as the bells are on horses in snow time when sledges are in use.

TROUBLE-FREE RIDING.

A regular contributor to *Motor Cycling* has been carrying out a very interesting and searching test of a very light and cheap type of motorcycle. Briefly, the idea was to run the machine, which was brand new, without any attention whatsoever except for pumping up the tyres and adding petrol and oil. Directly a spanner had to be used for any adjustment the test automatically ended. The reliability and ability to stand up to brutal treatment of the modern lightweight was proved when, after 2,000 miles' running, the machine was still as good as at the start. During this period no attention was given to the machine other than the cleaning of a sparking plug, which probably became soiled owing to careless over-oiling. The machine—a 225 c.c. two-stroke—costing under £40, would still do 45 m.p.h. comfortably and covered over 100 miles on one gallon of petrol.

Surely no further proof is wanting that British lightweight machines are now equal to the hardest possible work.

MAKING MOTOR MASCOTS.

A firm, the only one of its kind either in London or the Continent, specialising entirely in motor mascots, has been owned and managed entirely by a woman for the past sixteen years. She has a staff of French and English artists who are kept busy all the year round, often making the bronze, silver finished mascots to a customer's special order. Designs can be made from a sketch or photograph supplied. She has nearly 300 different designs in stock.

An ingeniously contrived "smoker's companion," which at a touch supplies cigarettes, and matches singly as required, makes smoking as comfortable as possible whilst motoring. This affair is of silver plated, finished, or made in fancy wood.

The novel mascots include a clever study of the head of a retriever, carrying a maimed part in its mouth, and a humorous one shows "The cow which jumped over the moon!"

Models of greyhounds are proving very popular. The mascots are all designed by artists and are perfectly hand chased and correct in every detail. For the further ornamentation of the radiator a novel idea is to have an insect applied on the front, such as a butterfly, a grasshopper, or a bee.

CARS TO GLIDE LIKE SHIPS.

SHOCKS ABSORBED BY WHEEL-SPRINGS.

Visions of motor-cars riding the roughest roads with the smoothness of a ship on the serene seas were suggested at the opening of the French Motor Show at the Grand Palais in the Champs-Élysées.

Large crowds watched the new methods of independent springing on each motor-car wheel. One exhibitor, by means of an automatic rocking apparatus, made the wheels of his motor-car bounce up and down in imitation of travel, while all this was happening, the chassis remained indifferent to the grotesque wheel-movements. Under this system the wheels take all the hard knocks, whereas in the orthodox way a share of these is communicated to the chassis.

On the Farman stand not only were the wheels independently sprung but also the axle and propeller shaft.

In another exhibit the wheels were independently sprung by means of a hydraulic system. It will be some time before this new method of suspension can be perfected, but here is unquestionably the motor-car of the near future.

British makers realise this. There are many forms of this suspension already on paper in the drawing-offices of Coventry and Birmingham. In a few years motoring will be almost incredibly comfortable. In three cases at the exhibition this form of suspension is incorporated with front-wheel drive.

A REMARKABLE INVENTION.

The merits of the newly invented accumulator are numerous. Its capacity is ten times that of any other accumulator of the same weight, and five times that of another of the same volume. The Almeida accumulator can be over-charged or discharged without damage.

It is easy to see that nearly every industry will be affected by the invention. An engine provided with this accumulator will be able to run from 500 to 600 miles without recharging. The motorist will find it an extraordinary boon. He will have no difficulty in starting and, once started, a car of the light Renault type can run 500 miles without a recharge. Many of the motorist's worries will disappear: he will have no gear-box, no magneto, no carburettor. His passage through the beauty of hill and vale will no longer detract from the beauty by smell and smoke. We fear to speculate about the grim possibilities of a submarine carrying an Almeida accumulator.

BRITAIN'S GROWING EXPORTS.

FIGURES FOR THE FIRST SEVEN MONTHS OF THIS YEAR.

Sir Archibald Boyd-Carpenter, M.P. for Coventry, who has returned to England after a seven-months' tour in Australia and New Zealand is full of optimism regarding the future of British cars in these countries.

"It is obvious," he said, "that both in Australia and New Zealand the people are anxious to trade with Great Britain. So far do they carry out this idea that they almost universally say they would be prepared to pay more within limits and reason for British-made articles in preference to foreign."

"Existing figures show that there has been an increase in the percentage of British motor-cars imported into and bought by Australia. There is every indication that this process will continue, especially as British trade propaganda is developed."

Recently issued Board of Trade returns bear out to a large extent the optimism of Sir A. Boyd-Carpenter.

These show that for the first seven months of the present year the value of private and commercial cars exported has exceeded the value of those imported by £280,950. Motor-cycle exports have increased from £1,856,848 to £2,297,710.

The Home Market.

As regards the home market, it is noteworthy that the Automobile Association, which is the biggest organisation of motorists in the world, attained on September 1st a membership of no less than 250,000.

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the motorist



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MOTORING NOTES

(CONTD.)

CARS THAT CRAWL.

HOW THEY CAUSE ACCIDENTS.

Do any of the people who denounce motorists for recklessness and excessive speed realise that the most prolific cause of accidents is not fast driving but slow driving? Dangerous loitering is almost the worst evil of the roads to-day, says the *Weekly Dispatch*.

The really bad smashes, most of which occur at cross-roads and bends, are generally due to foolhardiness or bad judgment, but for every one of these there are a hundred minor accidents, too trivial to be chronicled in the news, yet real and unpleasant enough for those involved, and the ultimate cause of considerably more than half can, or could be, traced back to the excessively low speed of some car in the vicinity.

Go out at a week end on any of the old main roads that have not yet been straightened, and widened—and you will see dangerous loitering at its fell work.

Sooner or later you will find yourself joining a little procession, funeral in speed if not in aspect, and if the road is narrow and winding, you will spend the next twenty minutes in nerve fraying, temper-raising efforts to get past.

Slow Motion.

At the head of that procession and the *font of evil* of all the trouble is a driver who can't or won't go faster than 30 or 25 miles an hour. He may be a novice, he may be conscientiously running in a new car, he may prefer slow motion—it is all one to his victims.

At first he ambles along alone, and experienced drivers who catch him up pass without much difficulty. But before long he acquires a tail—a driver who can't or won't exceed 30 miles an hour and who drops down to 25 rather than attempt to pass.

Then up comes a third car, moderately fast, moderately well driven. Its driver is for ever edging out to pass and drawing back again as a bend or an approaching car comes in sight.

And now the stage is set for a first-class display of "cutting-in," "road-hogging," "speed mania." It may end in nothing worse than hard words and murderous thoughts, but it is just as likely, if nerves or brakes are imperfect, to produce crumpled wings, dented radiators, perhaps a serious smash.

The loiterer at the head of the procession never gets his deserts. The worst that comes to him is a smashed tail-lamp or dented panel, and whereas he ought to be summoned and fined for driving to the public danger nobody even so much as tells him he is a nuisance.

On the arterial roads there is plenty of room for the novice, the nervous, and the potterer. On the older roads at busy times they are, like "carriers" of disease germs, unwittingly dangerous.

AMAZING GROWTH OF DUNLOP CO.

NOW ONE OF WORLD'S BIGGEST CONCERNS.

In every branch of industry are to be found concerns that from modest beginnings have developed into enormous corporations with world-wide activities. Of these, perhaps none has been more amazing than the growth of the Dunlop Rubber Company, with great factories in all five continents and their products selling in every country of the world. This great development has taken place over a period of 39 years or since the year 1888, when Dr. J. B. Dunlop invented the first pneumatic tyre.

It is difficult to visualize an enterprise so vast and with such far reaching activities. The following facts may prove helpful:

Dunlop owns over 200,000 spindles engaged day and night in producing their famous cable twist cord fabric, employed in the manufacture of their tyres.

Huge Consumption.

Dunlop consumes 40,000 tons of rubber a year, owns and operates 100,000 acres of rubber lands in the tropics employing approximately 15,000 people in this work alone.

Dunlop has 60,000 dealers all over the world selling Dunlop tyres and giving service to Dunlop users in every Continent of the globe.

Based on an average two year life, it is estimated that there are 23,002,140 Dunlop tyres of all types actually running on the highways of the world. It is an actual fact that every 21 seconds somewhere in the world someone buys a Dunlop Tyre.

The Dunlop Rubber Company are manufacturers of tyres for every kind of vehicle, from the enormous tyres on the large bombing and passenger aeroplanes to the diminutive rubber perambulator tyre. It is their boast that "If it runs on rubber, there is a Dunlop tyre for it."

MOTOR LIGHTING PROBLEM.

ENGLISH OWNERS HANDICAPPED.

Motor-car accidents due to dazzling headlights and faulty road lighting are standing on the increase in England.

They represent an alarming contrast to those which occur in countries such as America, France, Germany, Italy, and Belgium, where manufacturers as well as the authorities have set themselves the problem of overcoming this evil.

The results of their experiments have reacted unfavourably on numbers of English motorists, who have taken their motor-cars abroad while on holiday.

Motorists from England have found that their lighting installation does not conform to the rules and regulations of the country they are visiting, and in a number of cases they have been faced with heavy fines in consequence.

This problem is one which suggests immediate action by English motor-car manufacturers and by the Ministry of Transport.

Double Filament Bulb.

Suggestions have already been put forward that an international conference on this matter should be held, and that an interchange of ideas would result ultimately in a general basis of legislation, which would be welcomed by motorists of every nationality.

The problem of night lighting has, however, not yet been solved by any country.

It is significant that prominent motor-car manufacturers in foreign countries where legislation governing the headlights of motor-cars is in effect have adopted almost unanimously some form of double filament bulb.

These firms have spent many years and a large amount of money on research in their endeavour to produce an efficient non-dazzle lighting system which will conform to the particular demands of the laws of their respective countries, the result of which has been the almost general adoption of the double filament bulb.

It is fairly obvious, therefore, that they are convinced that the many mechanical attempts to solve the problem are lacking in some important essentials which can only be obtained electrically.

NEW GADGETS.

FOR COMFORT AND SAFETY.

Amongst the new notions demonstrated at Olympia is one that affects night driving, for it shows a device whereby the light in the reflector of the head-lamps only is dimmed.

The windscreen which is only in one piece is another good idea, whilst one firm introduced for the first time this year in their saloon models a hood the top of which is light in weight, and can be easily folded back when the weather permits this to be done.

A third innovation concerns signalling—and is a "gadget" which gives very definite signs which can clearly be seen by both following and oncoming traffic.

The wireless cigarette-lighter, which was first seen at Olympia last year fitted on one or two of the "luxury" models, has become very popular during the last few months. This useful accessory has been considerably improved and the flow of current into the heating element is now fully controlled, a new device, the detachable portion of which is fitted with a mirror and compartment for powder, was also seen at the Motor Show.

Car Cleaning Made Simple.

For cleaning the car there is on the market a soft, fleecy glove which will keep the hand dry, warm, and clean during the washing process.

Made from English down sheepskin, this implement is wonderfully absorbent, and washes the car speedily and effectively.

Another method of solving the cleaning problem is by spraying on a chemical liquid which is harmless to the paintwork, and leaves a permanent gloss unaffected by water. The outfit consists of a quart of liquid, a hose hand-spray, and polishing cloth for the final rub-over.

A fleecy wool mop, which takes up, but little space, and is carried, when not in use, in the car pocket, is also very useful, as it does not scratch a highly polished surface. Composed of natural sheep wool, the mops are dyed in a combination of cheerful colourings, such as orange, brown, and magenta, and can be easily washed in soapy water or gasoline.

Cushions, Goggles, and Gloves.

Wedge-shaped leather cushions softly padded, designed to slip behind the back when driving, are another good notion.

Leather-covered seats which fold up into a minimum of space have recently made their appearance, and are useful to carry in case of an extra passenger.

(Continued on next Column.)

THE PROSPECTS OF THE BRITISH CAR.

AUSTRALIA A GOOD CUSTOMER.

MORRIS FIRM TO MAKE \$2,000.

Vast contracts for the sale during 1923 of British motor-cars were agreed upon between distributors and manufacturers as a preliminary to the Motor Show at Olympia, Kensington, W. Messrs. Rootes, Ltd., probably the biggest distributors of British motor-cars, concluded contracts for the sale during the coming year of 23,000 cars.

This is by far the largest pre-show contract of an individual firm in the history of the British motor industry.

It represents a value of approximately £2,000,000 and an increase of 12 per cent. on contracts entered into before last year's show.

The contract relates only to British cars, the makes being chiefly Rolls Royce, Daimler, Austin, Hillman, Sunbeam, and Clyno. A fair proportion of these cars is destined for over-seas.

A £2,000,000 Order.

Another important contract was that between Mr. Gordon Stewart, of Stewart and Arden, Ltd., who agreed to take Morris products worth £3,000,000 during the coming year.

Substantial increases have been arranged for in the output of Morris cars. Contracts have been entered into between the Morris Company and its agents for the sale of 22,000 cars during 1928.

The value of the 22,000 cars mentioned is approximately £18,000,000. Of these, 15,000 cars, valued roughly at £3,000,000, are destined for markets abroad. This represents an increase of more than 16 per cent. on last year's figures.

Australia is the chief customer, but there is scarcely a country in the world that has not given orders for British cars.

The general estimate of the large distributors is for a 20 per cent. increase in the production of British cars during the next 12 months.

If this optimism is justified it means that 200,000 new British motor-cars will make their appearance on the roads next year.

Non-splinterable motoring goggles are useful too. These are especially well thought out, as the top half of the lens is coloured, whilst the lower half, for looking down, is of plain glass.

Leather driving gloves are reinforced on the fingers with crocheted string to enable the driver to obtain a better grip.

FATAL MOTOR ACCIDENT.

ONE KILLED AND THREE INJURED.

INDIAN DRIVER ARRESTED.

A serious motor accident, resulting in the death of a Chinese woman and multiple injuries to three persons, was reported to the Police on Monday night.

The accident happened at Connaught Road West at 8.30 p.m., but exactly how it occurred was not determined. The car was a Buick machine belonging to Mr. C. Bernard Brown and at the time, was driven by his Indian chauffeur, who had an Indian constable with him as passenger. Apparently the vehicle knocked down a party of four pedestrians. The woman who died a few minutes later was caught by the left mudguard and thrown violently on to the pavement, her head coming into contact with the curb. The other three were hit by different parts of the car, and their injuries were so serious that they had to be removed to the Government Civil Hospital.

It was stated that the car was travelling at an excessive speed, and that after knocking down the four persons, the driver did not trouble to stop to see whether assistance was needed. Neither the driver, nor the Indian constable made any report to the Police.

As soon as the Police were informed by other pedestrians of what had happened they commenced investigations and the car was traced to a garage at Queen's Road West. The Indian driver, named Sandi Khan, was arrested and the Indian constable, who was on the car as a passenger, was also later identified.

The damaged car was taken to the Central Police Station where it received much attention from the Police yesterday morning. Photographs of the damaged parts were taken and mechanics were testing the mechanism. The radiator was badly damaged and twisted and the headlights were so bent that they faced side-ways instead of forwards. The front fenders were also damaged, and the right mudguard was pulled inwards.

It was stated that the Indian driver will be charged at the Central Magistracy to-day.

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THE INTERPORT MATCH (CONT'D.).

HONG KONG'S FINE VICTORY.

HOME SIDE WINS BY 3 WICKETS.

DESPERATE STRUGGLE BY SHANGHAI.

ANYBODY'S GAME TO THE END.

(By R. ABBIT.)

There was a shower of rain between 8.30 and 9 a.m. yesterday morning but after that the sun came out and shone brilliantly. Both sides had had casualties which might have proved serious if not fatal. Brace was gassed in his bath (and I am told it was rather a close thing). While Barrett was run into by a ricksha rounding a bend on the Peak and was knocked over the edge. Luckily he escaped with a severe shaking. Both of them played, but Brace showed signs of his experience, being palpably distressed when batting in the blazing sun.

START OF PLAY.

Punctually at 10.30 the match was resumed, Leach bowling from the Law Courts end and Rawthorne from the other. Both batsmen started cautiously three runs coming from the bat in the first three overs. This went on for a long time. It was clear that Brace was feeling uncommonly seedy. With 80 on the board Barrett put on Ollerdesen for Rawthorne. Leach was bowling extraordinarily well. One went for 4 byes (the first four Barnes had conceded in the match) on the leg side and then, Fincher mistimed one and gave a possible catch to short leg but the fieldman was slow in starting and did not get his hand to it. After 90 had gone up Fincher hit Ollerdesen to leg for 2 and off drove him for 4, thus completing his fifty amid great applause. The cricket had been very slow, but the batsmen were playing absolutely the right game and it must be remembered that Barrett had his field most skillfully placed—making slight variations for each bat and thereby saving dozens of runs.

HONG KONG TIGHTEN THEIR GRASP.

100 went up and Ollerdesen tried the other end but Brace promptly got a couple of pretty fours, one to square leg and one through the covers. The heat at this period was terrific and there was hardly any breeze. Barrett continued to ring the changes and at 136 Fincher gave Rawthorne a hot return which he seemed to have taken but it slipped from his hand at the last minute. However, it made no odds as he was l.b.w. three balls later, 136-9-62. The stand had put on 68. Fincher received a great ovation on returning to the Pavilion. Ramsey was out at the other end off the first ball he received, putting a short one from Isaacs straight into short-leg's hands, 137-4-0. Pearce then came in. He got a pretty four to long leg off Isaacs, but it was apparent the pitch was growing more difficult and Isaacs and Rawthorne were bowling splendidly. It was evidently a grim struggle for runs. The turf of the outfield seemed a bit heavy and the ball did not travel fast. At 143 Brace was out in almost the same way as in the first innings, swinging across at a ball that pitched nearly at the foot of the sticks. He touched it, I think, but it hit the off stick.

FORTUNE SWINGS TO SHANGHAI.

Things did not look nearly so good now as the bowling never seemed to tire or grow loose. Dale filled the vacancy but at 145 was clean bowled middle stump by a fine ball from Rawthorne. One run later Sayer was ed at an off ball of Isaacs' and was finely caught by Rawthorne at first slip, 146-5-1. Shanghai were definitely now in the ascendancy. There was a run in a desperate stand. Runs were extraordinarily slow in coming and Pearce and Dobbie had to play at everything. The excitement was positively painful and every run or good bit of fielding was loudly cheered while the groans inside the pavilion when a risky shot was made were heart-rending. Just as it seemed we were drawing into safer waters Ollerdesen bowled Dobbie with a real good one at 160. The retiring batsman had only got 7 but it was worth a lot more. Tiffin was then taken.

AFTER TIPPIN.

There was a large attendance after tiffin when the match was resumed and I think many of the spectators were more nervous than the players. In the second over of Rawthorne a leg bye went away and Ollerdesen hurt his knee in trying to get to it. He had to retire and Dale fielded until he got bandaged up. He could not resume bowling, however, but Leach who went on in his place bowled just as well. Maiden after maiden was sent down. Single followed single and after one rather lucky mahie shot of Hankey's over silly mid-off Pearce drove Leach straight for four. He had just previously hit a full toss from Rawthorne to the leg boundary and 8 more runs were needed. One by one they came. But it was not until 45 minutes had elapsed since the resumption that Hankey lifted Leach to mid-wicket for two and then off the next ball carried mid-off for a single, to win the match amid frantic applause. Pearce and Hankey had a wonderful reception from the cheering crowd and H.E. the Officer Administering the Government, who had, I think, spent every minute he could spare from his duties at the ground, came out and congratulated both of them. Then Pearce checked the uproar and called for cheers for Shanghai which were given with right goodwill. Shanghai made up for ferocity in numbers by the resounding timbre of their response!

REFLECTIONS.

So Hong Kong won by 3 wickets after the most exciting match I have ever seen, taking it all through. The 1924 and 1925 matches were as thrilling at the end, but never have there been so many fluctuations of fortune. To-day first of all it looked as though Fincher and Brace were going to knock the runs off. The match looked ours. And then, undismayed, Shanghai got a wicket and went on getting them. With 8 down for 146 it looked their game. But as often before Pearce showed what a magnificent fighting bat he is. I don't say he never made a bad shot. He was all but caught twice and he was beaten several times, but he stopped the game out of the fire. Dobbie hung on and gave us hope. Then Hankey stuck there grimly. He was lucky. Very lucky. But that is cricket. It is something that one will not readily forget to have seen the day's cricket. I must quote those fine old lines again—(I have done so before)—for they exactly hit off the situation.

"But never I think in the days gone by
Since cricketer first went in,
Did the dying so refuse to die,
Or the winners so hardly win."

Delighted though we are that we won, Shanghai's gallant display made one very sorry to see them lose. They showed unbounded pluck fighting to the last. I consider that they are a much better bowling side than we are, and having no bat in Barrett's class, we had a large number of useful men in that department. We were lucky to get such an easy wicket on the fourth knock—easy, I mean, compared with what it might have been after Saturday.

Had not so many done well, I should be tempted to call it Brace's match. In spite of two accidents, he made 89 and 41 and took 4 for 47 and 5 for 32. Fincher was splendid in the second knock and I hope to see him playing for Hong Kong now for 20 years at least. Pearce kept splendidly. The changed order upset him, I think, in the first innings but he was wonderful in the second. Hayward shook off his lack of caution at the start which previously this year he has shown. His 44 was a sterling knock and he was most unlucky to be out. His 17 was worth a lot more than its numerical value.

Dale, I thought, had bad luck all through, but he fielded finely as did Dobbie whose bowling was most successful. Hankey was an entire success. Sayer and Ramsey both fielded excellently but they neither of them looked like making a run and I confess I share the general opinion that one of them should stand down for Thorp. The fact is our batting isn't as sound as we thought it was all through. The Shanghai bowlers were a class above the ones down here and the really useful men rose to the occasion while the others did not.

Fincher will play against Malaya, I learn. Hunt, unfortunately, is definitely too ill to turn out. Very bad luck on him.

The heartiest of congratulations to the winners on their success and to the losers on the splendid and sporting struggle they put up. They are profoundly saluted by

R. ABBIT.

First Innings of Shanghai.

D. W. Leach, b Brace	20
P. Madar, c Pearce, b Dobbie	1
J. A. Quayle, c Dale, b Dobbie	0
L. F. Stokes, c Dale, b Brace	20
Capt. E. I. M. Barrett, c Ramsey, b Brace	148
T. L. Rawthorne, b Hankey	8
J. T. Hegarty, b Brace	0
H. W. Allison, c Goodwin, b Hankey	23
C. E. Ollerdesen, c Pearce, b Hankey	10
J. A. Isaacs, c Dobbie, b Hankey	5
E. G. Barnes, not out	1
Extras: byes 21, leg byes 3, wide 2	26
Total	280

Fall of wickets:—1 for 23; 2 for 27; 3 for 40; 4 for 66; 5 for 83; 6 for 84; 7 for 133; 8 for 215; 9 for 237; 10 for 260.

Bowling Analysis.

	O.	M.	R.	W.
Capt. A. G. Dobbie	20	6	36	2
C. D. Wales	10	3	20	0
Lieut. J. B. A. Hankey	21	6	85	4
W. Brace	17	5	47	4
*F. Goodwin	12	1	46	0

*Each bowled 1 wide.

First Innings of Hong Kong.

A. W. Hayward, b Allison	44
W. Brace, b Rawthorne	58
E. C. Fincher, b Barrett, b Allison	17
A. W. Ramsey, c Hegarty, b Leach	3
G. R. Sayer, c and b Leach	0
Lieut. J. H. Dale, R.N.	2
Lieut. J. B. A. Hankey, K.O.S.B., c Hegarty, b Leach	5
F. Goodwin, b Allison	10
T. E. Pearce, b Rawthorne	5
Capt. A. G. Dobbie, c Leach, b Ollerdesen	7
C. D. Wales, not out	4
Extras: byes 4, leg byes 2	6
Total	158

Fall of wickets:—1 for 97; 2 for 103; 3 for 100; 4 for 108; 5 for 102; 6 for 110; 7 for 113; 8 for 141; 9 for 150; 10 for 158.

Bowling Analysis.

	O.	M.	R.	W.
J. A. Isaacs	9	2	31	0
D. W. Leach	10	5	45	4
C. E. Ollerdesen	12	2	40	1
T. L. Rawthorne	12	2	28	2
H. W. Allison	8	2	28	3

Second Innings of Shanghai.

L. F. Stokes, b Brace	43
P. Madar, c Dale, b Dobbie	2
D. W. Leach, c Dale, b Wales	3
J. A. Quayle, l.b.w., b Brace	8
Capt. E. I. M. Barrett, c Hankey, b Brace	6
T. L. Rawthorne, c and b Hankey	9
J. T. Hegarty, st. Pearce, b Leach	13
H. W. Allison, b Brace	5
C. E. Ollerdesen, c Wales, b Brace	4
J. A. Isaacs, c Dale, b Hankey	0
E. G. Barnes, not out	0
Extras: byes 5	5
Total	97

Fall of wickets:—1 for 3; 2 for 32; 3 for 55; 4 for 61; 5 for 72; 6 for 78; 7 for 90; 8 for 95; 9 for 98; 10 for 97.

Bowling Analysis.

	O.	M.	R.	W.
Capt. A. G. Dobbie	9	4	19	1
C. D. Wales	17	4	31	1
W. Brace	13	1	32	6
Lieut. J. B. A. Hankey	5	0	12	3

Second Innings of Hong Kong.

A. W. Hayward, b Ollerdesen	17
E. C. Fincher, l.b.w., b Rawthorne	62
W. Brace, b Rawthorne	41
A. W. Ramsey, c Leach, b Isaacs	0
T. E. Pearce, not out	41
Lieut. J. H. Dale, R.N., b Rawthorne	1
G. R. Sayer, c Rawthorne, b Isaacs	1
Capt. A. G. Dobbie, b Ollerdesen	7
Lieut. J. H. A. Hankey, not out	17
Extras: byes 10, leg byes 3, wide 1, no ball 1	15
Total (for 7 wickets)	202

F. Goodwin and C. D. Wales did not bat.

Fall of wickets:—1 for 40; 2 for 128; 3 for 127; 4 for 143; 5 for 145; 6 for 149; 7 for 169.

Bowling Analysis.

	O.	M.	R.	W.
J. A. Isaacs	15	2	36	2
T. L. Rawthorne	31	11	45	3
D. W. Leach	23	10	41	0
C. E. Ollerdesen	20	4	51	2
H. W. Allison	0	2	8	0
L. F. Stokes	3	1	6	0
J. A. Quayle	1	1	0	0

MALAYA v. UNITED SERVICES.

A CURTAILED GAME.

This match was, of course, ruined as a serious fixture yesterday by the fact that the Interport did not finish until 2.15 p.m. However, the Services had their side on the ground and turned out for what was more a realistic practice than a match. Services won the toss and put Malaya in.

Greatly to the disappointment of those who expected to see some good batting from Congdon who did so well against the Australians, he played inside Erskine's first ball and Robertson effected a wonderful catch at second slip. Thereafter Braddell and Barker-Taylor batted splendidly. Runs came steadily and Bloloch also got to the 30's and retired. Robertson brought off a second magnificent catch at mid-wicket close in falling to the ground and catching the ball at arm's length as he lay on the ground. Dale bowled uncommonly well. (Mine is a gin.) As did Thorp—(same again, please.)

When the Services batted it soon appeared that the Malaya bowlers had not settled down, with the exception of Richards who bowled very well. Graham batted very well and made on tremendous hit over the trees just between the Commodore's office and the Prince of Wales' Gate. I regret I did not see it. The consensus of opinion is that it pitched in the Naval Yard, but others deny it. Morris hit well. The game (or practice) was drawn.

Score and analysis:—

First Innings of Malaya.

Capt. C. H. Congdon, c Robertson, b Erskine	0
Lieut. H. C. Barker-Taylor, retired	38
R. L. L. Braddell, retired	42
J. W. Bloloch, retired	30
H. R. Rix, c Robertson, b Dale	2
N. J. A. Foster, b Thorp	2
F. O'N. Ford, not out	5
N. H. P. Whitley, b Thorp	1
J. M. A. Lawson, c Shaw, b Miles	7
Extras: byes, 9	9
Total (for 8 wickets, dec. closed)	130

H. C. L. Richards and R. B. Lewis did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Erskine	6	0	40	1
Thompson	4	0	28	0
Thorp	11	1	21	2
Dale	5	1	24	1
Miles	5	1	14	1

First Innings of Services.

Capt. N. Thorp, c Ford, b Richards	3
Lieut. J. H. Dale, R.N., b Lewis	27
Capt. Graham, c Congdon, b Lewis	30
Group-Capt. Robertson, run out	4
L/Corp. Miles, c Congdon, b Richards	13
Capt. Morris, not out	27
Capt. Dobbie, not out	5
Total (for 5 wickets)	114

Pay-Lt. Com. Shaw, Rev. R. T. Venn, Capt. Erskine, and Lt. Com. Thompson, R.N., did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Braddell	2	0	27	0
Richards	6	0	23	2
Lewis	4	0	40	2
Ford	3	0	15	0
Lawson	3	0	18	0

INTERPORT FOOTBALL.

THE SECOND TRIAL.

The second Interport football trial game will be played to-day, kick-off at 4.30 p.m., on the Hong Kong Football Club ground, Happy Valley.

LADY ASTOR AND YOUNG PEOPLE.

BETTER TO-DAY THAN IN THE PAST.

Young people have got their freedom, and I think they will use it properly. They are not thinking what some of us think they are thinking."

Lady Astor made this statement in an address to the Women's Federation at Grimsey. She said she thought that young people of to-day, although they did not go so regularly to church and chapel, were a good deal better generally than people of the past who did. The trouble was that the elders too often thought about things that the children never even considered.

LAWN TENNIS.

VINCENT RICHARDS.

HONG KONG SERBS "STARS" AND STRIPES.

LOCAL PLAYERS EASILY DEFEATED.

Vincent Richards, the young professional and one of the best lawn tennis players in the world, made his appearance in Hong Kong yesterday on the Chinese Recreation Club courts. The exhibition matches arranged attracted a large attendance. All seating accommodation was taken, and the Chinese Recreation Club are to be commended for their generosity in giving the proceeds to charity.

Among those present were H.E. The Officer Administering the Government and Mrs. Southorn, the Hon. Sir Shouson Chow and the Hon. Dr. R. H. Kotewall. H.E. The Officer Administering the Government arrived in time to see the start of the play and stayed until the end, and at the conclusion of the game conversed for some time with the American champion. Vincent Richards met S. A. Rumjahn, the Hong Kong champion, and Lum Po Wah, the Far Eastern Olympic player, in singles and then engaged in a doubles match in which he partnered T. Honda against Ng Sze Kwong and M. W. Lo. He gave a very polished exhibition in all the matches and left the impression that he could have done better had he been more hardy pressed. Without unduly extending himself he beat both Rumjahn and Lum easily in straight sets, the scores being 6-0, 6-1, and 6-2 respectively.

Richards played with remarkable accuracy. Against Rumjahn he received many hard shots at the net, but he treated them with impunity. Lum played the more aggressive tennis of the two local representatives but even against Lum Richards was practically always able to send the ball just where he wished. The most spectacular part of the visitor's play was his volleying and half volleying. This called forth loud applause from the on-lookers. His placing was both accurate and steady and then occasionally he would send down one of those slashing forehand cross court drives which the local players have read so much about in the newspapers, but have rarely encountered on the Hong Kong courts. There is no doubt that the local players were absolutely out-classed and they had no hope against the American.

Vincent Richards showed better all round ability than Howard Kinsey and Snodgrass who gave exhibitions here in 1925. His placements and volleying were superior and he was quicker in recovery, while at the net he gave Hong Kong an education. His shots lacked the pace of the other Americans, but yesterday he was never extended and it is possible that the extra pace might have been introduced had it been needed.

Against Rumjahn, Vincent Richards lost only one game in the two sets. The local champion was on the defensive throughout and although he was able to return most of his opponent's shots, Richards always dominated the exchanges. Long rallies were frequent, and with Rumjahn showing great agility in getting about the court, most of the games went to deuces before the American claimed them. Little more can be said. Richards showed himself a master of court craft and at the net defeated the local champion time and time again and was only beaten himself on rare occasions.

Against Lum, the visitor met with perhaps more serious opposition. The local player possesses a good service and used it to advantage, taking the opening game of the match. Richards, however, soon began a counter-offensive and in close net play followed in which some hot exchanges were witnessed. Lum brought off some fine shots and on his own service won another game before conceding the first set. Play continued much the same style in the second set in which Lum won two games also. It is to Lum's credit that he took two love games from his redoubtable opponent.

Doubles. Subsequently Richards engaged in a doubles match in which he partnered Honda against Ng Sze Kwong and M. W. Lo. The match was very even throughout and resulted in a win for the former pair by 8-6, 6-4. The visitor, of course, was the outstanding player of the four, and it was due to his smart play that he and his partner brought the score from 2-5 to 5 all in the first set. In the second set, Richards and Honda had the upper hand and led throughout, eventually winning it at 6-4. Ng Sze Kwong showed up extremely well and scored many aces by placing shots between his opponents. He also killed many shots at the net.

(Continued on next column.)

YACHTING.

LADIES' CHAMPIONSHIP.

THE FIRST RACE SAILED.

The Ladies' Championship first race was sailed from the Royal Hong Kong Yacht Club yesterday afternoon. The course was Chan-nell Rocks (P), Cuss Rock Buoy (S), Kowloon Rocks (S); distance 6.6 miles.

The preparatory gun for the handicap class was fired at 2.55 and the start was made at three o'clock. The preparatory gun for the I, Y and G classes was fired at three o'clock, and the start was made at 3.03.

The results were as under:—

Handicap Class.

	Finishing Time	Corrected Time
Diana (3)	4.18.19	4.15.13
Colleen (1)	4.17.59	4.12.20
Rolla (2)	4.14.50	4.14.20

"I, Y and G" Classes.

	Finishing Time	Corrected Time
Alita (0)	D.N.F.	D.N.F.
Halegon (7)	4.33.58	4.33.58
Pterrette (8)	4.42.12	4.37.48
Thecla (1)	4.33.31	4.28.96
Wings (6)	4.31.43	4.31.42
Bluenose (3)	4.28.34	4.28.34
Bojorum (4)	4.30.20	4.30.20
Lola (5)	4.36.01	4.31.37

CHESS.

ONE MORE DRAW.

[REUTERS' AMERICAN SERVICE.]

BUENOS AIRES, Nov. 22nd.

Capablanca and Alekhine drew in the 31st game.

EVEN IN THE IRON AGE.

WOMEN WANTED FINERY.

AND MEN GAMBLER.

GLASTONBURY.

From the peaty soil of a meadow hard by this village archaeologists are digging out the history of men and women who were living civilized lives in Somerset 2,300 years and more ago. They were the Britons of the early Iron Age, amazingly versatile folk, but rather timid, who built their homes in the midst of lakes for fear of their enemies.

From this lake village of Meare they were compelled to row in their log boats, scooped out of trees, to what was then the village of Glastonbury. Excavations which have been and still are being made under the direction of Dr. A. Bulleid and Mr. H. St. George Gray, curator of the Somerset County Museum, Taunton, and secretary of the Somerset Archaeological Society, have resulted in important discoveries.

These prove, for instance, that British women of 200 B.C. were just as anxious to make the most of their looks as are the women of to-day.

Is It Rouge? Not only have all manner of beautiful ornaments and some useful articles, such as bronze mirrors and combs, been found, but there have also come to light expertly fashioned tweezers and even a substance similar to rouge.

Women then had, too, a definite feminine love of finery, as witness the beautiful coloured beads and the many decorative and serviceable dress pins which have been unearthed.

As for the men, there is proof that they gambled, for among the many interesting finds are oblong-shaped dice, cut out of bone and numbered in dots—3, 4, 5, and 6.

It is estimated that there were 120 houses in the village and most of these have to be located.

VINCENT RICHARDS' CAREER.

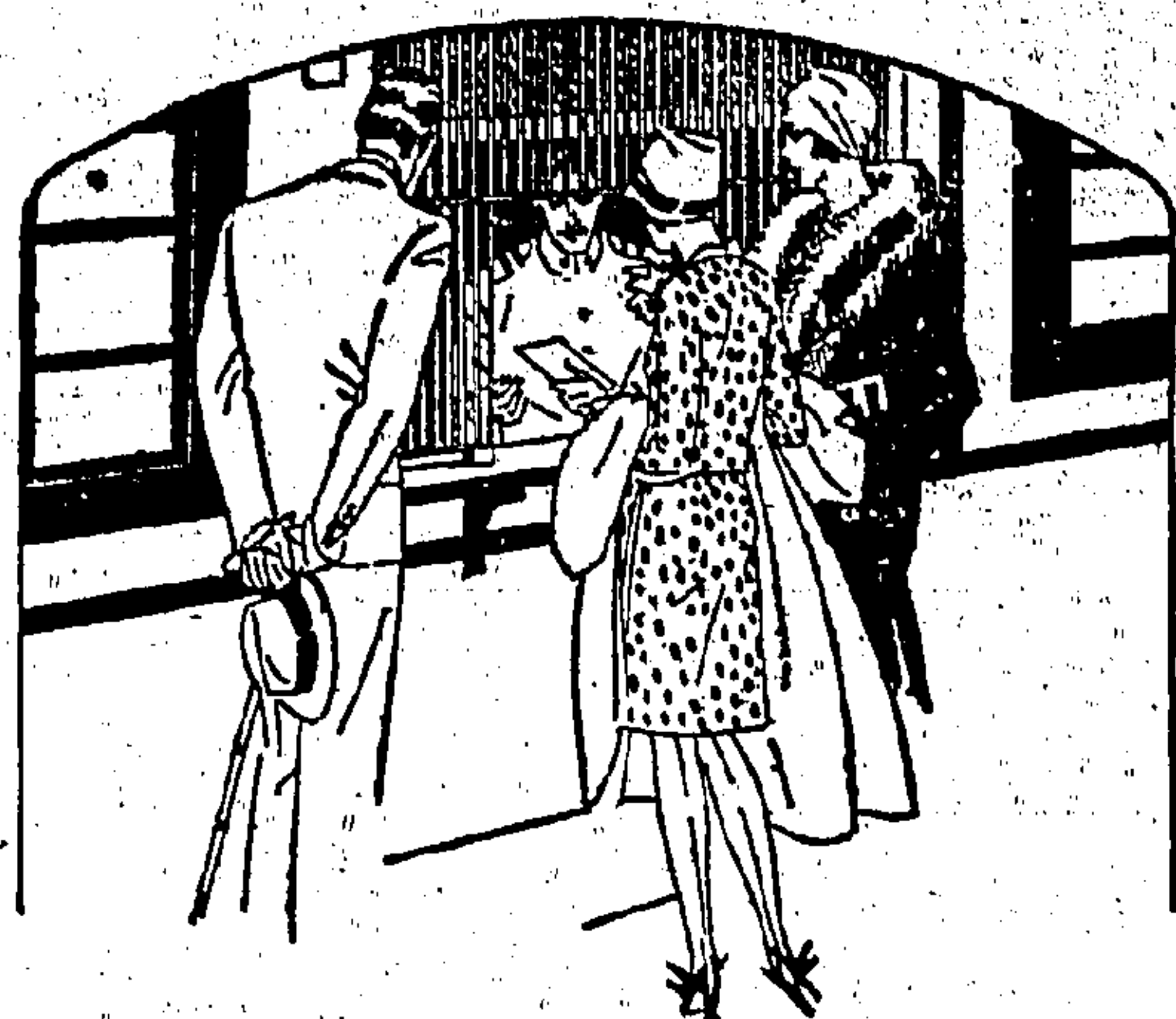
Vincent Richards has had an interesting career in the game. He started tennis at the age of 10 years and had plenty of opportunities to play while at College. He represented Fordham College, Columbia, in many matches and won the Boy's Junior Championship at 12, 13, 14 and 15 years of age. He also won the Junior Championship of the United States at Forest Hills, at the age of 13, 14 and 15 years. From the Juniors he went to the Senior Championship and then played in all the big tournaments. He partnered Tilden in the National Open Championship and the pair won the title in 1913, 1919 and 1920. With R. Norris Williams he won the same Championship in 1921, 1922 and 1923. He was a member of the victorious United States Davis Cup Teams from 1922 to 1923. He became a professional at the end of last year.

A £10,000,000 WARSHIP.

U.S. NAVY'S NEW AIRCRAFT CARRIER.

WONDERS OF THE "SARATOGA."

The United States aircraft carrier *Saratoga*, which was commissioned for trials on October



Courtesy is in Your Ticket

The Thinking Traveler always uses President Liners, because he knows that he will constantly receive that genial, courteous, personal service and attention that ensures him of pleasant, caffeine and enjoyable voyages.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All state-rooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also bath, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances, everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners. The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES

The Sunline Route Honolulu

Fortnightly sailings on Tuesdays

To SEATTLE and VICTORIA

The Short, Straight Route to America

Fortnightly sailings on Wednesdays

Pres. Madison Tues., Dec. 6th
Pres. Jackson Tues., Dec. 20th
Pres. McKinley Tues., Jan. 3rd
Pres. Grant Tues., Jan. 17th

Pres. Grant Thurs., Nov. 24th
Pres. Cleveland Wed., Nov. 30th
Pres. Pierce Wed., Dec. 13th
Pres. Taft Wed., Dec. 27th

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK

ROUND THE WORLD

Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York.

Pres. Adams Sun., Dec. 4th, 8 a.m.
Pres. Garfield Sun., Dec. 18th, 8 a.m.
Pres. Harrison Sun., Jan. 1st, 8 a.m.

To MANILA

Pres. Cleveland Nov. 22nd, 6 p.m.
Pres. Madison Nov. 28th, 6 p.m.
Pres. Adams Dec. 4th, 8 a.m.

Pres. Pierce Dec. 6th, 6 p.m.
Pres. Jackson Dec. 12th, 6 p.m.
Pres. Garfield Dec. 18th, 6 p.m.

For Bookings, Passenger and Freight Information Apply to

Hong Kong and Shanghai Bank Building, Ground Floor

Telephone Central 2477, 2478 and 795

Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

THE S.S. "PRESIDENT GRANT"

The s.s. "PRESIDENT GRANT" will sail for Seattle, via Shanghai, Kobe, Yokohama, and Victoria on Thursday, November 24th, at Noon.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

Sailing on or about

20TH DECEMBER, 1927.

For BRISBANE, SYDNEY, MELBOURNE & ADELAIDE via MANILA, ILOILO, KOLAMBUGAN, BALIKPAPAN, SAMARAI and RABAU.

Steamer offers good Refrigerated Cargo Space.

For Freight and Passage Apply to—

DODWELL & CO., LTD.

AGENTS.

Queen's Building. Tel. No. Central 1030.

ON SALE

HONG KONG HANSAID REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1926.

Revised by Members.

PRICE ... \$5.

HONG KONG DAILY PRESS OFFICE.

ONE HALF A CENTURY REPUTATION FOR THE QUALITY OF THE PUBLISHED BY THE HONG KONG DAILY PRESS OFFICE. THE HONG KONG DAILY PRESS OFFICE. THE HONG KONG DAILY PRESS OFFICE.

BATTLESHIP MYSTERIES.

JACK TAR YESTERDAY—AND TO-DAY.

AN ASTOUNDING COMMUNITY.

We landlubbing civilians know less about the Navy than our maiden aunts might be expected to know about alimony. We still believe that the typical sailor—or Jack Tar—is a man with a brown beard, who comes ashore smelling of rum and holding a green parrot in a cage. Once on dry land he is supposed to lurch with a nautical roll into the nearest patch of trouble, and he is described in forthcoming police-court proceedings as "a sea-faring man of rough appearance."

This impression is exactly one hundred years out of date. The modern Navy is an electric machine. Our latest ships are fitted with electric batteries and electric laundries and electric lifts. The result previously arrived at by fifty large-boned able seamen pulling together on the same rope is to-day achieved by one man pressing a button. The typical modern seaman is a cross between a mechanic and a senior wrangler. In plain clothes he looks like "something in the City."

When he goes on leave he carries, not a kit bag, but a green canvas suitcase of a uniform pattern as decreed by my lords of the Admiralty, and in his spare time he constructs wireless sets and reads books about electricity.

H.M.S. *Impenetrable* is manned by such men. There are 1,200 aboard her, including 400 hefty boys of seventeen, who are going through the practical mill of seamanship before they are drafted to the Fleet as hard-bitten sailors. These boys are the Navy of to-morrow. This is a Chatham ship, and two-thirds of her crew are Londoners. She is a patch of London floating about the seas with a strong Cockney accent.

"Wotcher, Ugly! I heard a young sailor shout down a manhole. 'Ugly' Smith, are you there? He, Ugly, the more I see of you the more I believe in bird control!"

The vice of "Ugly" Smith? replied from his steel cavern: "Well, you ain't no oil-pissher neither!"

I met in another quarter of the lower deck one who was apparently troubled by rats. "Lend us a rat trap!" he said. "Wotcher want a rat trap for, Bill?" asked his friend.

To catch the blighters in, of course! "Wot's the matter with yer face?" came the retort, quick as the Whitehead torpedo.

The boys are fine, tough fellows. You can tell at sight those who will remain A.B.'s all their lives and those who will in due course develop into the quiet, competent individuals who decorate the higher branches of the naval tree.

A battleship is an astounding community. It is a steel island crammed with incomprehensible inventions and inhabited by a race of double-jointed men who speak a strange and difficult language. These men spend their lives either painting the island white inside or grey outside (generally for the benefit of an admiral), scrubbing its decks with holystone (known as "Bibles") until it looks like the floor of the Albert Hall on a ball night, fussing round the guns with which the island is dotted, nursing the turbines which drive the island through the seas, cooking amazing quantities of food, running up and down perpendicular 4-inch steel stairs in issue boots without arriving in hospital; and retreating to rest at night in swinging hammocks which during the day—when tied up in slack bundles—look exactly like the sausages in Italian delicatessen shops.

You can, if you know when to turn to the left and when to descend a manhole find a hot bath or a newly baked rock cake at any hour of the day or night. There is more electricity in the island than in the Savoy Hotel, and the wires, which are the nerves of the island, are so arranged that if part of the island is shot away by the King's enemies that part which still remains has enough power to swing a gun-turret towards the skyline and to provide sufficient electric light in which to write home and tell mother all about it.

It is difficult to say which is the most important thing in the island. If we admit that movement is essential to it we must vote for the 50,000 horse power turbines, upholstered in painted oak, which rise dome-like among the white paint and copper tubes of the engine room. The boilers are so delicate that they drink only distilled water.

The Lieutenant-Commander of Engine Room Mysteries may often be observed standing like a chemist squinting at a tube of water into which he has dropped a bead of chemical fluid. If a pale mist rises in the tube the Lieutenant-Commander frowns and turns sixty-four small brass wheels, gazing at the same time at seventy-five ticking dials! This seems to improve matters! A white mist in the water means that it is good enough for you or me, but is not pure enough for a battleship's boilers.

(Continued on next Column.)

PAINTED HAIR FOR WOMEN.

HAIRDRESSERS OF THE WORLD "UNITE."

An international hairdressers' congress sitting in Vienna has pronounced sentence: Women are to wear painted hair.

A Budapest hairdresser named Fritsch proposed to the congress at the final session that for the coming winter season women's hair should be painted to match the dress for evening ceremonies. The painting, he said, would be carried out quickly by the hairdresser.

The proposal was adopted with enthusiasm. Then another delegate proposed that with golden shoes the hair should be gilded. This also was carried by acclamation. Other resolutions declared that bobbed and shingled heads should have a higher fringe than formerly—the sides would be left longer, and the hair waved backwards and not flattened downwards. "Whiter waves" were declared to be the most suitable.

The congress dissolved, with the declaration that they had now achieved "their aim." Hairdressers of the world unite! They left no doubt of their intention to impose their will on their clients by every means short of brute force.

WITHIN CALL.

The following ships were expected to be in wireless communication with Hong Kong yesterday:—*Sunning, Sphinx, Hatching, Chak Sang, Titan, Sachsen, Tjondari, Hakodate Maru, Nagano Maru, Somersethire, Yuzuki, Gran, Kwai Sang, Wakasa Maru, Chak Sang, Sang, Khiva, Chonan, Tilawa, and Min.*

If the prime object of a battleship is to shoot, undoubtedly its most important objects are the ten 13.5 guns which expose their gigantic muzzles from grey turrets fore, aft, and amidships. When these guns are fired all the pictures have to be taken down from the wardroom, and every wife is carefully removed from every cabin and placed reverently between a packing of pyjamas. Large steel girders are erected to reinforce the decks so that the island may withstand the shocks to its nervous system. If, by a piece of good luck, you remain conscious when all ten guns are fired together, your first thought will be that the whole universe has exploded, but second thoughts will convince you that it was only your ears drums cracking.

(But who hit your ears drums? Blow on the back of the head? There is a place low down on the right side which aches for hours after the 13.5 guns have barked.)

The explosion is, in fact, so violent that a battleship—25,000 tons of the best steel—travelling ahead at twelve knots, is displaced a foot to the side—but it feels much worse!

"How many loaves do you bake a day?" I asked the chief baker. He passed his hand over a shining forehead, for the heat of the bake-house is appalling.

"Five hundred, 2lb. loaves a day, sir, not counting officers' rolls and rock cake."

The Chief Supply Petty Officer told me that H.M.S. *Impenetrable* consumes every day of her life 1,500 lbs. of vegetables and 810 lbs. of meat. She is provisioned for 120 days!

I took the wrong turning and found myself suddenly in a hospital. In a spotless white room sick sailors lying in hammocks were reading magazines. The next room was a dispensary; the next a private consulting room, the next a surgery complete with operating theatre. The Surgeon-Commander was holding up an X-ray photograph which had just been taken of some one's leg.

"Have you had a busy day?" "Quite ordinary! Seven teeth extractions, a few non-infectious rashes, the usual batch of sore throats, one case of flu, and twenty-four unsuccessful attempts to swing the lead. That's all!"

Up on deck they were preparing to move off early in the morning. "Come on there!" cried the naval equivalent to a sergeant-major, "pull on that rope there! You're not a sister of mercy handing out tracts."

The canvas awning came down from the quarter-deck; and H.M.S. *Impenetrable* was almost ready for sea. H. V. MORTON in *Daily Express*.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 22nd.

Previous On Date On Date Day at at at 2 p.m. 8 a.m. 1 p.m.

Barometer... 29.86 29.92 29.88
Thermometer... 75 67 73
Humidity... 84 67 63

Wind... Direction NNE; Force 1; Weather... 0.05; 0.00 0.00

Highest open-air Temperature, 21st: 78
Lowest open-air Temperature, 22nd: 67

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PAUL LECAT."

BALESTRE CARGO FROM MARSHILLES Also CARGO FROM COGNAC, LA FALLOUE, &c. Ex S.S. "LIEUT. DE MISSIESSY" and "COMMANDANT MAGES."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 1st December, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 28th November, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.
Hong Kong, 22nd Nov., 1927. [5554]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "MIN."

BALESTRE CARGO FROM DUNKIRK, ANTWERP, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

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No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.
Hong Kong, 22nd Nov., 1927. [5553]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Steamer "AGAPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 21st November.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 12th December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
21st November, 1927. [5540]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "EUBYADES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd November.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 12th December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
22nd November, 1927. [5552]



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	N. C. & AMOT	In Port	24th Nov.	BATAVIA
TJISONDARI	BATAVIA	24th Nov.	27th ..	AMOT, SHANGHAI & KEBELUNG
TJIPANAS	JAVA, MANILA	25th ..	27th ..	SWATOW, SAIGON
TJISAROEBA	S'HAL, AMOT & KLING	28th ..	1st Dec.	MACASSAR & JAYA
TJIKINI	JAVA, MACASSAR	28th Dec.	7th ..	AMOT & N. CHINA
TJITAREOM	N. CHINA, AMOT	28th ..	28th ..	BATAVIA
TJIKEMBANG	BATAVIA	28th ..	11th ..	AMOT, SHANGHAI & KEBELUNG
TJISONDARI	S'HAL, KLING	12th ..	15th ..	BATAVIA
TJILIWONG	JAVA, MANILA	16th ..	18th ..	SWATOW & SAIGON
TJISALAK	JAVA, MACASSAR	19th ..	21st ..	AMOT & N. CHINA

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the—

10] JAVA-CHINA-JAPAN LIJN.



Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

s.s. "SI-KIANG" ... 4th December.

s.s. "LT. ST. LOUBERT-BIE" due to arrive from DUNKIRK, LONDON, HAVRE about the 25th December.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PORTHOS	...	...	6th Dec.
PAUL LECAT	...	...	20th Dec.
ANDRE LEBON	4th Nov.	7th Dec.	3rd Jan., 1928.
CHENONCEAUX	18th Nov.	21st Dec.	17th Jan.
ANGERS	2nd Dec.	4th Jan.	31st Jan.
DARTAGNAN	16th Dec.	18th Jan.	14th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

A Class (1st Class) ... 2 50, 2d. ... 1 50, 3d. ... 1 00. B Class (1st Class) ... 2 50, 2d. ... 1 50, 3d. ... 1 00. Through Tickets to London and Leading Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice).

For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES, 3, QUAI DE LA SEINE, PARIS. Telephone Central 740. CONSIGNATION—TRANSIT—REPRESENTATION.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "RAMSES"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th November, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 28th November, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 1st December, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underigned.

JEBSEN & CO., Agents.
Hong Kong, 19th Nov., 1927. [5541]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "TRIEN"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 28th of November, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underigned on or before 11th December, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAKINSON, MAKENZIE & Co., Agents.
Hong Kong, 21st Nov., 1927. [5547]

HONG KONG TIDE TABLE.

From November 22nd to 29th, 1927.

High Water. Low Water.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI "CHENAN"	On 24th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 25th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 26th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 27th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 28th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 29th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 30th Nov.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 1st Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 2nd Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 3rd Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 4th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 5th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 6th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 7th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 8th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 9th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 10th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 11th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 12th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 13th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 14th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 15th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 16th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 17th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 18th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 19th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 20th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 21st Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 22nd Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 23rd Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 24th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 25th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 26th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 27th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 28th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 29th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 30th Dec.	8 a.m.
SHANGHAI & AMOI "CHENAN"	On 31st Dec.	8 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, 25, CENTRAL STREET, HONG KONG.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days from Hong Kong or on about	SAILING FROM OR ABOUT
CHANGTE	9th December	16th December
TAIPING	7th January	14th January
CHANGTE	7th February	14th February
TAIPING	9th March	16th March

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents, 25, CENTRAL STREET, HONG KONG.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
QUEEN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.
22. "PHENIX" ... Via Suez Canal ... 28th November
23. "MAGHAON" ... Via Suez Canal ... 18th December
24. "CITY OF LAHORE" ... Via Suez Canal ... 29th December

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "ASIATIC PRINCE" ... 5th December

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furaprince. King's Building. [19]

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, goitre, and Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

November 20th.

Kueichow, British str., 1,200 tons, Capt. E. P. Carver, from Tientsin and Weihaiwei. The latter port she left on November 15th, with a general cargo, lying at buoy No. C34—B & S.

Tilpin, British str., 5,743 tons, Capt. J. J. Power, from Shanghai, which port she left on November 17th, with beans oil and ground nuts, lying at buoy No. A52—B & S.

November 21st.

Pu Chuan, Chinese str., 435 tons, Capt. Hong Chuan, from Canton, lying at Shamshui. Yen Sun & Co.

Chekiang, British str., 1,313 tons, Capt. A. H. Bathurst, from Swatow, lying at buoy No. C18—B & S.

December 2nd.

Lingo Maru, Japanese str., 3,724 tons, Capt. T. Nambu, from Calcutta and Singapore. The latter port she left on November 14th, with a general cargo, lying at buoy No. A27—O.S.K.

Chuan, British str., 1,355 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B & S.

Empress of Canada, British str., 21,517 tons, Capt. S. Robinson, C.B.E., R.D., from Vancouver, Japanese ports and Shanghai. The last mentioned port she left on November 20th, with 2,718 tons of general cargo, lying at Kowloon Wharf—C.P.C.

Eurydice, British str., 3,629 tons, Capt. Stewart, from Singapore, which port she left on November 18th, with a general cargo, lying at Holt's Wharf—B & S.

Kaiyong, British str., 1,572 tons, Capt. F. A. Lovegrove, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11—B & S.

Min, French str., 4,848 tons, Capt. C. Paul, from Dunkirk and Saigon. The latter port she left on November 17th, with a general cargo, lying at buoy No. A30—Messageries Maritimes.

Mishima Maru, Japanese str., 4,915 tons, Capt. M. Nakamura, from Nagasaki, which port she left on November 17th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Paul, French str., 7,346 tons, Capt. Grillon, from Marseilles and Saigon. The former port she left on October 29th, with a general cargo, lying at buoy No. A23—Messageries Maritimes.

Phenix, British str., 4,750 tons, Capt. R. Hill, from Yokohama, which port she left on November 15th, with 785 tons of oil, lying at buoy No. A6—B & S.

Shinyu Maru, Japanese str., 8,378 tons, Capt. D. Aoshima, from San Francisco and Shanghai. The latter port she left on Nov. 19th, with a general cargo, lying at buoy No. A29—N.Y.K.

Sophie Rickmers, German str., 4,423 tons, Capt. Ch. Heilebusch, from Hamburg and Manila. The latter port she left on Nov. 19th, with a general cargo, lying at Stonecutters—Sander Weiler & Co.

November 22nd.

Bingo Maru, for Moji.

Chuan, for Canton.

Eurydice, for Shanghai.

Harbin Maru, for Mongay.

Kueichow, for Swatow.

Kwantung, for Hoioh.

Mishima Maru, for Manila.

Noriken, for Singapore.

Paul, for Canton.

Phenix, for Shanghai.

Shinyu Maru, for Manila.

Sophie Rickmers, for Hongkong.

Taiqua Maru, for Swatow.

Tuhtai, for Jessalton.

Tybidas, for Amoy.

Wingco, for Kwong Chow Wan.

Yanong, for Kwong Chow Wan.

Yanong, for Kwong Chow Wan.

Yanong, for Kwong Chow Wan.

Yanong, for Kwong Chow Wan.

Yanong, for Kwong Chow Wan.

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TSINGTAU via SWATOW & SHANGHAI

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Motor Vessel "GLENARA" (via Oran) 30th November

Steamship "CARNARVONSHIRE" (via Oran) 23rd December

Motor Vessel "GLENIFFER" (via Oran) 23rd December

Steamship "GLENISLAND" (via Oran) 23rd December

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PENNINSULAR" 29th November

Steamship "GLENAR" 29th November

Motor Vessel "GLENAR" 29th November

Motor Vessel "GLENAR" 29th November

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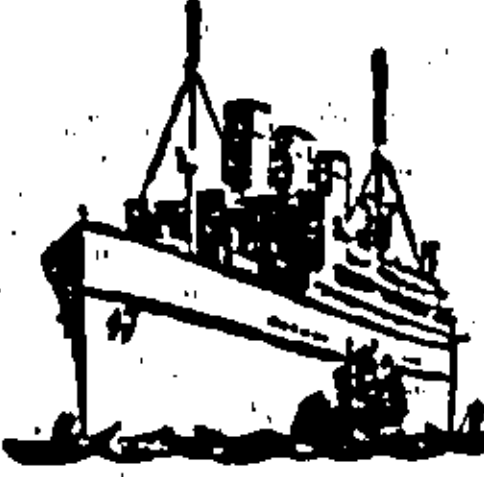
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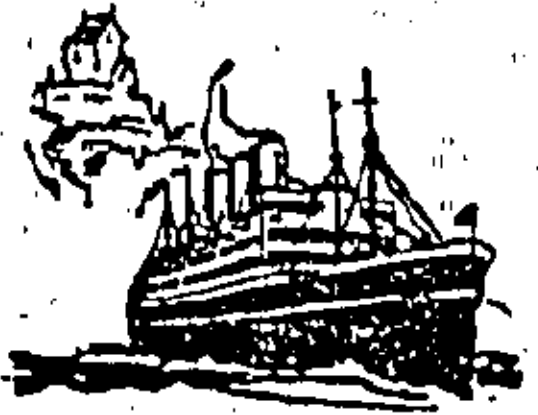
NO hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... fast rail trip, then... a second short sea trip, if your destination is Europe. Each transfer but a step to train or steamer. And, the delightful excitement of gliding through the Canadian Pacific Rockies... "50 Switzerland to One" Magnificent hotels too—if you have time... at Victoria and Vancouver, at mile-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Empresses of the Atlantic and Cabin Class Ships sail 1,000 miles on the sheltered St. Lawrence... only 6 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.



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03440, 03430 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ... Tuesday, 29th Nov.
SIBERIA MARU (Calls Keelung) ... Sunday, 11th Dec.
TAIYO MARU ... Tuesday, 10th Jan., 1928.
* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

FUSHIMI MARU ... Saturday, 3rd Dec.

HAOGAKI MARU ... Saturday, 17th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 31st Dec.

AKI MARU ... Wednesday, 18th Jan., 1928.

POMBAY via Singapore, Penang & Colombo.

MUROBAN MARU ... Sunday, 27th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Friday, 23rd Dec.

SOUTH AMERICA (East Coast) via Singapore, Oape

Town & Ports.

WAKASA MARU ... Thursday, 24th Nov., 10 a.m.

NEW YORK and/or BOSTON via PANAMA.

ASUKA MARU ... Saturday, 10th Dec.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DAKAR MARU ... Friday, 8th Dec.

CAIRO via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Thursday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

HAOGAKI MARU ... Thursday, 24th Nov.

MIYO MARU ... Friday, 25th Nov.

AWA MARU (Moji direct) ... Sunday, 27th Nov.

KITANO MARU ... Tuesday, 29th Nov.

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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

GOOD INWARD AND THROUGH
CARGOES.

TWENTY-SIX ARRIVALS; FIVE
IN BALLAST.

Twenty-six vessels arrived at
Hong Kong during the 24 hours
ended at 9 a.m. yesterday; Five
came in ballast, but nevertheless
freights for the Colony and for
other ports were heavy.

Fifteen steamers discharged here.
The total amount of merchandise
unloaded was 19,634 tons. Five
British ships contributed a total
of 5,484 tons. The two best returns
were shown by the s.s. *Kueichow*
and the *Michael Jensen*. The
former came from Weihaiwei with
2,701 tons, and the latter, from
Bangkok with 2,600 tons.

Fifteen vessels had 25,788 tons of
through cargo. German ships were
the heaviest carriers, the *Sachsen*
with 4,500 tons from Foochow and
the *Sophie Rickmers* with 4,280 tons
from Hamburg and Manila.

The arrivals and departures dur-
ing the period were:

	Arr.	Dep.
British	8	5
Japanese	2	5
Norwegian	2	1
Chinese	8	3
Danish	1	0
Dutch	2	0
German	2	1
American	1	0
Total	29	18

VESSELS EXPECTED.

American Mail and Dollar Lines.

President Madison, Nov. 27th.

President Cleveland, Nov. 28th.

President Adams, Dec. 3rd.

President Pierce, Dec. 5th.

Australian-Oriental Line.

Changteh, Dec. 9th.

Taipeing, Jan. 7th.

Bank Line.

City of Osaka, Nov. 27th.

City of Peking, Dec. 24th.

City of Madras, Jan. 21st.

Blue Funnel Line.

Maachon, Nov. 26th.

Achilles, Dec. 5th.

Memnon, Dec. 6th.

Cyclops, Dec. 7th.

Pyrrhus, Dec. 10th.

Antenor, Dec. 15th.

Tydeus, Dec. 25th.

Iason, Dec. 30th.

Perseus, Jan. 1st.

Myrmidon, Jan. 4th.

Bleconon, Jan. 6th.

Hector, Jan. 12th.

Proteus, Jan. 17th.

Philoteus, Jan. 27th.

Nileus, Jan. 31st.

British-India and Apcar Line.

Talma, Dec. 5th.

Canadian Pacific Line.

Empress of Russia, Dec. 7th.

Dodwell & Co.

Lancaster Castle, to-day.

Wray Castle, Dec. 3rd.

Remo, Dec. 8th.

Calulu, Dec. 13th.

Corby Castle, Jan. 1st.

East Asiatic Co., Copenhagen.

Malaya, Nov. 25th.

Kina, Dec. 4th.

Jawa, Jan. 15th.

Eastern and Australian Lines.

Tanda, Nov. 23rd.

St. Albans, Dec. 15th.

Arifura, Jan. 2nd.

Glen Line.

Pembrokehire, Nov. 28th.

Gleniffer, Dec. 8th.

Glenugie, Dec. 22nd.

Glenanda, Jan. 12th.

Glenamoy, Jan. 22nd.

Hamburg-Amerika Linie and

Hugo Stinnes Linie.

Ermland, Nov. 30th.

Fogtland, Dec. 14th.

Rames, Dec. 19th.

Albert Vogler, Dec. 31st.

Oldenburg, Jan. 12th.

Adolf Von Baeyer, Jan. 23th.

Holland East Asia Line.

Zoama, Dec. 13th.

Ootkerk, Jan. 10th.

Java-China-Japan Lijn.

Tjipondan, to-morrow.

Tjipanda, Nov. 25th.

Tjiparoca, Nov. 25th.

Tjipini, Dec. 5th.

Tjiparoca, Dec. 5th.

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DAILY WATERFRONT NEWS.

ALLEGATION AGAINST SHIP'S
COMPRADORE.

[BY LONGSHOREMAN.]

A report was made to the Police
by a passenger who arrived in the
Colony yesterday from Singapore
on the s.s. *Lohengrin* to the effect
that during the voyage he had
entrusted \$1,500 in money and a
gold watch to the Assistant
compradore of the ship for safe
keeping. When the vessel arrived
here the assistant went ashore and
had not been seen since.

Sickness And Death On Board
Ships.

Three steamers arriving here
yesterday afternoon made reports
to the Harbour Authorities of
sickness and death occurring during
the voyage to Hong Kong.

The *President Cleveland*, from
San Francisco and Shanghai, had
a case of pulmonary tuberculosis,
and the M.M. steamer *Sphinx*,
from Yokohama, had a deck pas-
senger suffering from scarlet fever.

On board the s.s. *Tilawa*, which
left Singapore with 1,394 Chinese
deck passengers, there was a Chi-
nese boy suffering from measles.
Another female passenger, who died
from heart failure, was buried at
sea.

Chinese Deck Passengers.
Chinese deck passengers number-
ing 2,601 were brought into the
Colony during the 24 hours ended
at 9 a.m. yesterday.

Marine Court.

The coxswain of the Yaumati
ferry *Man Hing* was fined \$10 at
the Marine Court yesterday for
dumping cinders into the harbour.
The master of a passenger boat
was fined \$5 for carrying 45 planks
which were not passengers' personal
luggage.

Dangerous Goods.

Dangerous goods manifested by
the vessels arriving here yesterday
included 32 tons of explosives on
the s.s. *Sophie Rickmers*, from
Hamburg and Manila.

The M.M. *Paul Leat* arriving
here yesterday afternoon carried a
heavy consignment of inflammable
goods. There were a case of gun-
powder for Shanghai, and 318 cases
of other inflammable matter for
Hong Kong and Yokohama.

The N.Y.K. vessel *Mishima Maru*,
from Yokohama and Nagasaki,
brought 825 tons of matches for the

